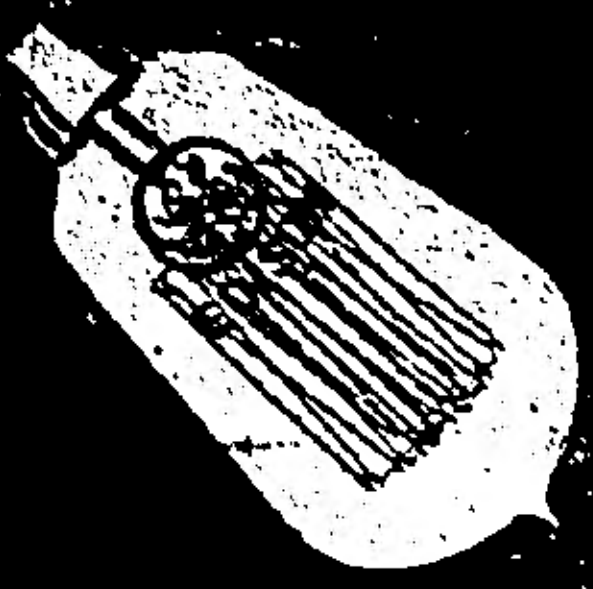


EDISON LAMPS



FROM ELECTRICAL DEALERS

The Hongkong Telegraph.

(ESTABLISHED 1881)

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MONDAY, SEPTEMBER 8, 1919.

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REUTER'S TELEGRAMS.

ORIENTAL RESEARCH.

AMERICAN PLANS IN PALESTINE.

London, September 7.
At the conference of the Asiatic research societies in London, Professor Clay described the activities of American Assyriologists. He said the American School of Oriental Research in Palestine is shortly re-opening on a more extensive scale than before the war and he hoped it would work in close co-operation with the larger and more important school contemplated by British scientists.

Professor Cordier read a paper on the great development in the knowledge of Chinese art during the past twenty years and the influence thereon of Buddhism.

THE SILVER MARKET.

The silver market is very quiet.

OUR PEKING LETTER.

From Our Own Correspondent.

Peking, August 30th.

Students have again interfered in politics, but not so successfully as before. The grievance which they cherished on this occasion was the high handed action of Ma Liang, the military governor of Tsinan, who proclaimed martial law in order to cope with the boycott movement and took advantage of it to have three leading citizens executed. Delegates came to Peking to lay their case before the President, but they were not permitted to see him and were in fact arrested after an eight hour vigil at the Hsinhuamen. This action on the part of the police was rather tactless, and at one time it appeared as if even a greater blunder might not be perpetrated, for it was reported that one of the number was to be shot. Such a course would have been the crassest folly. The students may be misguided, but they are by no means acting criminally. Eventually these students were liberated, but not before greater demonstrations had taken place in the vicinity of the President's palace. These, however, proved resultless, and after a homily from the Cabinet regarding their indiscretions they retired from the field defeated but not vanquished. They have still plenty of fight in them, and we shall no doubt hear from them again, but for the present they submit to circumstances. It is perhaps absurd to have mere boys interfering in politics, but China is rich in absurdities and paradoxes, and whatever be their mistakes the students deserve credit for having roused national opinion to expression with regard to the Shantung issue.

It is rather difficult to follow events at the Peace Conference in Paris. At one time it appeared as if China had been, in common parlance, let down again by the Allies in respect to the Austrian settlement, but later reports indicate that Chinese apprehensions on this subject were unfounded and that Austria will have no better treatment than Germany received.

Quite a respectable commission has been acquired by Chang Chin-yao, the Tschun of Hunan, if report be true. Commission is a much nicer word than squeeze, but in China it means the same—very often. Chang is said to have cleared a cool twenty-five million dollars by selling rice to Japanese which was ostensibly destined for Peking and Tientsin. The Government has ordered an inquiry. Chang, I do not suppose, will worry.

Evidently the President is hopeful regarding the resumption of the Shanghai Peace Conference.

He has indicated his desire that it should re-open on September 30th. Wang Yi-tang, the new Northern delegate, has seen Chu Chi-chien, the former northern delegate, and is prepared to start on his mission. He is prepared to consider the facts in dispute in a compromising spirit. The legal points involved ought, he thinks, to be solved in accordance with the Provisional Pact of 1911. Unfortunately the South is not in accord and some delay may occur before the southern representatives are in a position to enter into negotiations with Wang. President Hsu gives the impression that he is hopeful of a settlement.

Peking was bedlagged to-day because Parliament formally concluded its sessions. The reason for the celebration is not easy to find, but after all that matters little. Parliament is expected to get busy again in a week or two, particularly over the budget. A Chinese friend informed me to-day that the monthly deficit amounted to ten million dollars, and in spite of this the Government continues. How it does is a mystery.

Cholera has not yet been suppressed. There are numerous cases in the capital, but apparently the disease is not spreading. The Spanish Minister, Don Luis Pastor, is the only foreigner to be affected, but his case is not serious.

Captain Price is here making balloon ascents and parachute descents to the great delight of thousands of Chinese who assemble in the Central Park to watch his feats.

Peking is anticipating the arrival of the six Handley-Page aeroplanes due here next week. Colonel Smallwood, whose services have been loaned to the Chinese Government, has already reached here, and so has Major Dochray, who represents the Marconi Wireless Company. The latter expects to have the wireless telephones here in a little time.

The Cabinet is considering the complaint of Chinese merchants resident in Mexico who allege that they are ill-treated and that they suffer all kinds of injustices at the hands of the Mexicans. If the United States intervenes, as seems likely, their condition ought to be improved.

Captain Patrick O'Brien, the well known flier who has been in five armies during the war and held a commission in four, had an audience of the President yesterday during which His Excellency expressed the hope that Chinese students who went to America

V.R.C. FETE.

A SUCCESSFUL EVENT.

Although it rained very heavily in the morning, the Clerk of the Weather on Saturday night was in good mood, and the night fete organised by the Victoria Recreation Club, which had to be postponed previously, was eventually held. Excellent sport was provided and all the nine events were very hotly contested. The greatest enthusiasm prevailed and H. E. the Officer Administering the Government, who was a keen observer, emphasised that the swimming had been excellent.

In the four lengths handicap, I. Laing completed the distance in 66 seconds, which was not only the fastest time for a loser, but the best record made for a very considerable time. This lad is a most promising swimmer.

A. Rahmin, the school's champion athlete, won the two lengths handicap in 32 seconds.

In the ladies two lengths handicap, Miss M. Ramsay was the proud winner, Miss B. Jennings being a good second.

In the ladies' nomination race, M. A. Carvalho carried the palm, his nominee being Miss A. Basto.

The water-polo match was very interesting, the contest between the Whites and Blues being most exciting. Mr. R.C. Wicheil captained the Blues and Mr. A. Logan the Whites, the Blues winning by 5 goals to nil. A string band was in attendance and played a capital selection of music.

The following were the results—

Four Lengths Handicap.—1. L. M. Franco (73 secs.); 2. D. Laing (71).

Running Header.—1. D. Laing; 2. G. Jack.

Two Lengths Handicap (Ladies).—1. Miss M. Ramsay; (49); 2. Miss B. Jennings (52).

Two Lengths Handicap (Girls).—1. Miss G. Ramsay (51); 2. Miss Rosebud Young (56).

High Dive.—1. A. Logan (81 points); 2. Roza Pereira (79 points).

Ladies' Nomination.—1. M. A. Carvalho (nominated by Miss A. Basto); 2. S. A. Marcal (nominated by Miss Roza).

Two Lengths Handicap (Boys).—1. A. Rahmin (32); 2. Roza Pereira (32).

Team Race.—1. A. Logan (Capt.), J. Stewart, G. A. V. Hall, G. A. Carvalho, A. J. V. Ribeiro.

Water Polo.—1. Blue Team: R. C. Wicheil (Capt.), J. Stewart, G. A. Carvalho, A. J. V. Ribeiro, G. Jack, G. A. V. Hall, A. W. de Roza.

or Great Britain for their education might not be limited to their book course but that they should have the opportunity of acquiring practical knowledge and experience afterwards which would subsequently be of great value when they returned to their native land. His Excellency was particularly anxious that the students should acquire American and British ideas. The President was particularly pleased by the interest which America had displayed over the Shantung issue and hoped that justice would be done to China, President Hsu was optimistic regarding the future of China. He believed that the Chinese were beginning to settle down and that they were taking a better grip of this means of communication in China, which suffered from a lack of good roads, and mentioned that China had a definite aerial programme. There was a great opportunity for aviation for commercial and other purposes in China. In conclusion he said that the relations between America and China were never better, and expressed the opinion that the Americans were a fair minded people who would see that justice was done to China. He, and indeed all China, appreciated the attitude which America had taken with respect to the Shantung award.

THE RECENT TYPHOON.

HOW FOOCHOW SUFFERED.

Due to the courtesy of a member of the Mercantile Marine, we are able to give first-hand information as to the damage caused in Foochow and vicinity by the recent typhoon. The loss of life is officially estimated at between 1,500 and 2,000, and this between the Pagoda Anchorage and Foochow, which covers a distance of about 15 miles.

Owing to the high tide, junks were carried many hundreds of yards from the course of the river and finally stranded on paddy fields. A considerable amount of damage was done to villages by trunks of trees, which had been blown down, being thrown against houses and other buildings by the wind during the typhoon. The water police station was badly damaged and Mr. Knox, who is in charge of the station, was unable to get out of the building for over 24 hours and nobody could get to his assistance. When the storm abated, he was able to get food, but he had a very narrow escape, the waves continually washing away portions of the building. A small Chinese steamer was washed well up into the paddy fields. The captain and engineer of the steamer were both drowned, owing to their having jumped overboard.

The buildings of the China Import and Export Lumber Company were somewhat damaged, and work had to be suspended owing to the engines stopping. The Company estimates its losses from logs drifting away at \$10,000. The quarters of the Standard Oil Company were also badly damaged.

Although a tremendous amount of damage was done to native property, including junks, sampans and other craft, the total loss of life did not exceed the figures quoted above. "The estimate of 30,000, as stated in one of your local papers," said our informant "is a gross exaggeration." It is a fact, however, that the tide was higher than ever known before at Pagoda Anchorage. It reached 24 feet 8 inches.

DEATH OF MR. S. F. JONES.

A TRAGIC AFFAIR AT PEKING.

With startling suddenness the death occurred at Peking on August 30 of an American well-known in Shanghai, Mr. S. F. Jones, manager of the Grace China Co. With his family Mr. Jones had left Shanghai about a fortnight ago for Hankow and Peking, and had been in his normal state of good health. About noon on Saturday his friends in Shanghai received a telegram from Peking that he had been attacked by cholera, and a little later a second telegram gave confirmation. Between two and three hours afterwards the word came that he had succumbed, and that he would be cremated the same evening.

Mr. Jones, who was about 37 years of age, was a native of San Francisco. He entered the service of the old Pacific Mail Steamship Co. being in their San Francisco office and later their agent at Panama. For some time he was in business on his own account, and thereafter joined the present Pacific Mail Co. and for two years ably represented them at Kobe. He then returned to America, and last year came to Shanghai to open the offices of the Grace China Co., the China branch of the well known firm of Messrs. W. R. Grace & Co., and had been here ever since.

The news of his death has caused much sorrow in the community, where Mr. Jones was held in the greatest respect. The deepest sympathy is expressed for Mrs. Jones and her daughter, Dorothy, who have suffered so great a loss through this sudden bereavement.

LOCAL BOXING.

KID DANDING WILLING TO FIGHT.

A. C. Garcia writes us as follows:—"I, the Manager of Kid Danding of Manila, beg to inform the fight fans of Hongkong that we did not come here in the Colony for the sake of the two or three hundred dollar purse.

"I also beg to inform the public that we are not anxious about the purse that is to be at stake in the future in case the fight should be pulled off.

"Two years before we left the shores of Manila, we already knew that the purse offered here by local match-makers for a Championship bout is just about the same amount of purse given to a four-round no-championship bout in Manila.

"I brought Kid Danding here in the Colony for the sole object of meeting the best talent here, before proceeding to the United States. My man also wishes to meet the best boxer here in the Colony with or without purse, or winner take all, and if necessary he is also ready to meet any body here at his weight, at any time and at any place, the proceeds to go to local charity. Therefore, it is clearly understood that Kid Danding while here in the Colony will not only fight for the purse, but will also fight for any local charitable institution.

"Concerning Kid Danding's short but brilliant record, I will be too pleased to bring it into the light, providing that the gentleman who accepted the challenge should first sign an agreement that he will guarantee to fight on the date fixed by both parties.

"I will also put up a side bet of \$1,000 gold, providing that his opponent, whoever he may be, should make 135 lbs. or less two hours before the fight. Kid Danding's exact weight is 128 lbs."

PROFITTEERING IN WAR RIBBON.

The war ribbon which is being retailed at 6d. an inch, says Mr. Kellaway, in Parliamentary papers, costs less than 1/4d. an inch to produce. An issue is made to every man entitled to it, and demobilised men are supplied through their record office.

SHIPPING ITEMS.

The s.s. Dunera arrived from Shanghai on Saturday with 24 cabin passengers and 30 bags of mail. She carried a through cargo of 1,500 tons.

The Sunning experienced very equally weather on her way from Amoy.

The s.s. Wosang from Swatow brought in 1,500 tons of rice for Hongkong. She arrived here yesterday afternoon.

The Tahchee, a British oil tanker, whose local agents are the Standard Oil Co., Ltd., came into port yesterday morning with 3,302 tons of oil for the Colony.

The Fausang, a vessel under the agency of Jardine Matheson and Co., consigned to this port 3,200 tons of coal.

The s.s. Aratoon Apar, from Moji, carried a through cargo of 2,040 tons and 1,500 tons direct for Hongkong. She arrived here yesterday.

The Haitan, from Swatow, brought 1,100 tons of general cargo.

The Nam Sang, a British vessel, had on board 1,900 tons of through and 380 tons of direct cargo. She came in yesterday afternoon from Moji. She experienced cyclonic weather.

The Tean, of the China Navigation Co., Ltd., brought from Shanghai 1,500 tons of cargo for Hongkong.

The Chinhua, from Bangkok, consigned to this port yesterday 2,000 tons of rice. She is under the agency of Messrs. Butterfield and Swire.

The West Kassan carried a load of 3,500 tons from San Francisco. The Ajax, a Dutch boat from Batavia, towed a lighter into port. The Linburg, of the Asiatic Petroleum Company, had 900 drums of benzine for Hongkong.

The s.s. Unnan Maru from Saigon delivered here yesterday 1,400 tons of general cargo. She belongs to the O.S.K.

The Hanoi, from Haiphong, brought in 1,100 tons of general cargo to-day.

The s.s. Dunera departed to-day for Bombay etc., with 62 saloon passengers and 2,031 tons of general cargo.

BRITISH WIVES OF GERMANS.

No general rule can be laid down, says Sir Hamar Greenwood in Parliamentary papers, as to the disposal of money or investments belonging to British-born women married to Germans, and now held by the Receiver of Enemy Property. Consideration is given to special circumstances in each case.

TO-DAY'S EXCHANGE.

The closing rate of the dollar on demand to-day was 4s. 11-16d.

THE WEATHER.

Forecast.—Fair. Barometer—29.73. Temperature 2 p.m.—86. Humidity 2 p.m.—69.

ADMIRAL RODGERS.

ARRIVAL IN HONGKONG.

Admiral Rodgers, of the U. S. Navy, arrived in the Colony yesterday by the Alava which is a transport ship. This boat was used for the time being as flag-ship, although the Brooklyn is Admiral Rodgers' real flag-ship.

Admiral Rodgers transferred his flag this morning to the Brooklyn. He had been for some months in Vladivostok and has come from Manila. He inspects the Helena here and later the Helena goes to Canton.

Admiral Rodgers called on H. E. the Officer Administering the Government this morning at Government House.

DAY BY DAY.

A Chinese constable was before Mr. N. L. Smith to-day on a charge of stealing \$10 from a private richsha coolie, and also for misbehaving on board the s.s. Hongkong. Complainant gave evidence that yesterday afternoon, between four or five o'clock, he went aboard the steam launch Shan Mi, when a lukong came on and wanted to search his box. He opened the box for him to search. He had some money tied around his waist, and the defendant took it away, and did not say anything after he untied the girdle. The case is proceeding as we go to press.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.



CIRCUMSTANCES ALTER CASES.

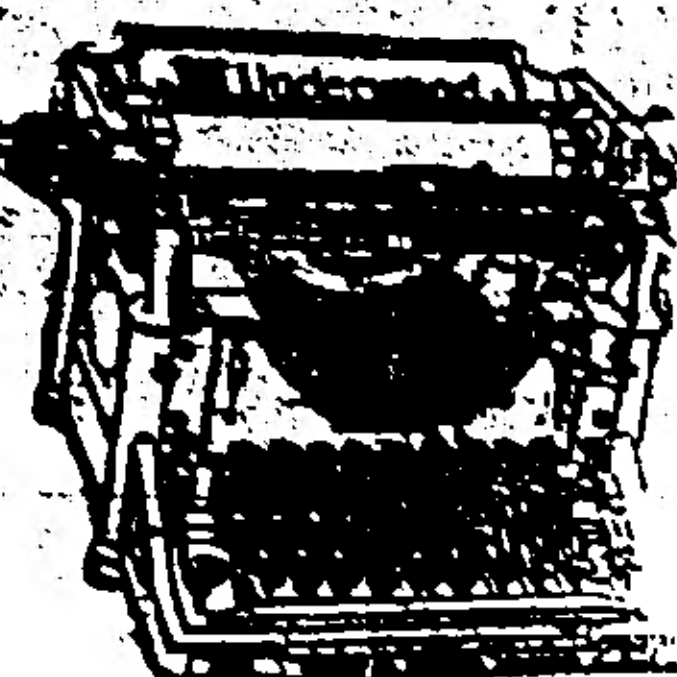
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LUCK!

BY MRS. LANGTRY.

Mrs. Langtry (Lady de Bath) contributes the following article to the *Weekly Dispatch*—

Luck? The word does not exist in my vocabulary. As far as I am concerned there is no such thing as Luck.

Luck may exist, but not alongside judgment. Luck is eliminated directly judgment comes into play. Good Luck becomes merely good judgment and Bad Luck bad judgment. Of course, if you have no judgment—well that, I suppose, is really why so many people make such a fuss about Luck.

What you have to do is always to have so much in hand. That is judgment, and once you set up that rule Luck does not stand much chance of getting in your scheme of affairs. Fancy having such a wild-goose, will-o'-the-wisp, scatterbrain thing as Luck interfering in one's businesses! Would any sensible being tolerate it? Luck is not judgment except, perhaps, when it is a judgment on you.

But I can hear a little voice saying, "How about racing?" It may surprise the owner of that little voice to know that my theories hold good most especially with regard to racing. Luck in racing means that the person who boasts about—or deplores—his Luck on the racecourse does not know his job. He should know what will happen. He should, as I said before, always have something in hand. I have never won a race yet without my friends and myself reaping the advantage.

A "lucky" race is the most uninteresting thing possible. If you place your horse correctly it will win. And to place your horse correctly your judgment must be good. If your judgment is bad, do not blame Luck.

NOT LUCK BUT JUDGMENT.
The best guide to your judgment in this respect is perhaps Captain Macchell's famous maxim:

But yourself in the best company and your horse in the worst. There is a lot of wisdom in that saying if you only come to think it out.

Once, and only once, have I been nearly induced to believe in Luck. It was my habit, more or less, to lay out my racing winnings on my house. I would build a wing here, or plant a garden there, or make a pleasure somewhere else. When Yentoi won the Cesarewitch for me I thought it would be only appropriate if I set up a Chinese room in honour of the event. So I did so. It was a really remarkable room. In my travels in the East I have collected many curios. These I got together, and, with other things I brought, I really think I managed to bring the Orient into Suffolk. There were Chinese decorations and lacquered screens, but the gems were some Buddhas in shrines. One was 500 years old if a day, and was seated on an onyx pedestal.

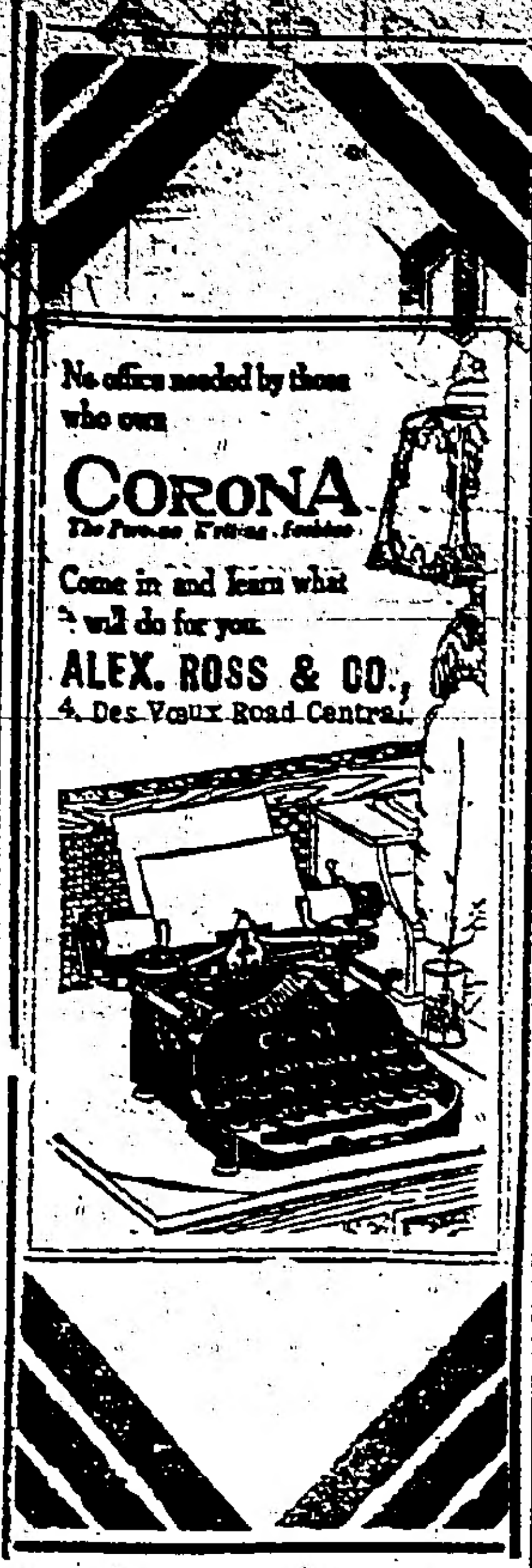
Now, no sooner was that room finished than I had quite a run of Bad—1 mean a period in which my horses could do nothing right. So impressed did I become with this coincidence that I actually had those Buddhas packed up in cases ready for despatch to be sold at Christie's. But before they went I grew ashamed of myself and my lapse into weakness, and I had them taken out and set up again. And I found that there was nothing in it really after all, for I soon started winning races again.

Bad Luck, you see, had nothing to do with it. The explanation was that the horses were not running in bad enough company or, more probably, that the stable was out of form, for stables get out of form in the same way as athletes do.

CAUSES OF SUCCESS.

I have often had people tell me I have been lucky on the turf. That is not true. I have been, on the whole, quite successful, but I will not have it that I have been lucky. I won the Ascot Gold Cup with Merman—I am the only woman who has ever won the Ascot Gold Cup—but I did not put that down to Luck. It was the good horse that won, and as I chose the horse it all comes back to judgment again. Merman is an Australian horse. I bought him without seeing him. What I went by was his form and his pedigree. Appearances do not matter in a racehorse. Form is the thing that really matters. Buy good horses and you will win races—or, you will be lucky, as some people have it.

When Aurum won the Caulfield Guineas in Australia for me and then lost the Australian Derby owing to being pushed on to the



rails—even then I did not rail at Luck. There might have been several explanations, but Luck was not among them. Anyway, he won the Australian Leger for me, but when he came over here he developed "a leg" and never ran. Robinson, my trainer, said he was the best horse he had ever had. I know you will say I was unlucky, but I should not have bought a horse that was likely to turn out that way, should I?

One might argue that surely the man who has gone unscathed through the battlefields of the Great War has had Luck. But is it Luck? I might argue that it is Chance—which would only lead me into a never-ending discussion on the difference between Luck and Chance. There is a difference. But I myself think that the man who has won through the hail and Hell of shells in France was fated so to

BRITAIN'S CHILD PRODIGES.

INFANT MARVELS DUE TO WAR.

London, June 28.—Infant prodigies are being discovered in England almost daily. Some connect this with the psychology of war. One of the youthful marvels is Pamela Bianco, a thirteen-year-old girl artist, whose drawings were given the place of honour in an exhibition at one of the principal London galleries. Critics dealt with them quite seriously and said that the work was suggestive of Botticelli and some of the other old masters. Pamela is an Italian girl who was born in England and never had taken any drawing lessons.

Ronnie Routledge, four years old, little more than a baby, whose parents know nothing of music, has enjoyed six months of tuition on the violin. At the Grimsby College of Violinists recently he outranked forty-three competitors, most of them in the twenties, and scored 119 points in a possible 120. Professor Danton describes him as a miracle.

Little Bobbie Day, aged seven, of Brighton, son of a motor mechanic, had wonderful powers of clairvoyance, according to the *Weekly Dispatch*.

Blindfolded he described a number of articles. These included a treasury note (giving its colour, numbers and writing on the back), the colour and texture of a piece of fabric he had never seen, the correct answer to a complicated sum in mental arithmetic, and figures written down at random.

After five minutes' test he complained of feeling icy cold. "I just see little pictures and I just say them," is Bobbie's explanation.

do, and the poor fellows who have "gone west" were but fulfilling their destiny. There is more than some people think in the idea of our men that only that particular shell with their name and number on it could get them. Is not Luck too trivial a word to apply in such cases? Destiny if you like, but not Luck.

Once I remember thinking myself lucky to be alive. When I came back to Europe from America eighteen months ago I crossed the Atlantic in a Spanish ship which landed me at Vigo. While there I was invited by the Belgian Consul to go for a motor run in

(Continued on Page 3.)

EARLIER TELEGRAMS.

THE AUSTRIAN TREATY.

Paris, Sept. 3.
The Austrian delegates have received the Treaty and they must send a reply within five days. The document is in French, English and Italian, comprising 431 articles. The French text only is binding—Havas.

Paris, Sept. 4.
The Allies have granted the Austrians two days extension to reply to the Peace Terms.

Vienna, Sept. 4.
The newspapers indicate that the Austrian Treaty will be signed although the majority for signature in the National Assembly will be small.

Dr. Renner arrives on Sept. 5 when the Cabinet and the principal committee of the National Assembly will be considering the Treaty.

Vienna, Sept. 5.
Dr. Renner has made a statement acknowledging that every page of the Treaty exhibits careful endeavour on the part of the Peace Conference to put the confused situation in tolerable order. He enlarges on the sacrifices exacted by the Treaty and says the Austrians are subjected to complete economic domination by the Allied Powers. He opined this would be bearable if they knew whether the League of Nations would exist and be so organised that it would be in a position to be just. The existence and working of the League of Nations was for German-Austria an essential condition of the Treaty.

M. Masaryk, President of Czechoslovakia, interviewed, re-emphasised the utter impossibility of any union with the Austrians and Magyars, but the new States must come to economic agreement. The best relations existed with Rumania, Jugo-Slavia and Poland, but as regards the Austrians and Magyars friendly relations were hoped for but depended exclusively upon them.

Vienna, Sept. 6.
Dr. Renner, interviewed, said he was returning to St. Germain on Sunday to sign the Treaty later. This shows that Dr. Renner is convinced the Austrian Assembly will accept the Treaty.

ORIENTAL RESEARCH.

London, Sept. 7.
The members of the Royal Asiatic Society, the Societe Asiatique, the American Oriental Society and the Scuola Orientale (Rome) are holding a four days' joint session in London to discuss Oriental research.

Sir Charles Lyall welcomed the visitors. Numerous papers necessitated the formation of separate sections for the Near East, India and the Far East.

On this subject Sir Charles Lyall said they aimed at concerning plans for the advancement of archaeological research among the Allies. The changes wrought by the war would enable scientific research to pursue its work in large tracts of territory hitherto closed. "He referred to the entry of India as a nation into the field of politics and it was essential that a thorough endeavour be made to understand the Indian mind, thought and inspiration."

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EARLIER TELEGRAMS.

SOLDIER FARMERS.

Ottawa, Sept. 5.
Regulations have been issued for the settlement of British soldiers not resident in Canada before the war. Those purchasing farms will be loaned five thousand dollars for land purchase, two thousand for livestock and two thousand for permanent improvements. All such settlers got one hundred and sixty acres free, plus one hundred and sixty acres under the free homestead laws. Loans are conditional upon two years' training in practical farming is the case of those inexperienced agriculturally.

FROM DUKE'S RESIDENCE TO HOTEL.

London, Sept. 7.
It is understood that the Duke of Devonshire has sold Devonshire House in Piccadilly to an American syndicate, the price exceeding a million pounds sterling, for the erection of a huge hotel.

WOMEN'S SUFFRAGE.

Rome, Sept. 5.
The Chamber has accepted a Government amendment to the Parliamentary Initiative Bill conceding electoral rights to women of all classes, except prostitutes, in all elections subsequent to those of next November.

AUSTRIAN RAILWAYMEN STRIKE.

Vienna, Sept. 4.
Employees on the Austrian Southern Railway have struck for higher wages despite opposition of the Socialist leaders as starvation of the population is threatened thereby.

CANADA RATIFIES PEACE TREATY.

Ottawa, Sept. 6.
The Senate has ratified the Peace Treaty.

DEMobilISED.

London, Sept. 6.
The War Office announces that three and a quarter million British officers and men have been demobilized, including the medically unfit, since the armistice.

THE SILVER MARKET.

London, Sept. 4.
In silver there are spot transactions, with a firm market.

LUCK!

(Continued from Page 2.)

the Pyrenees. I went. There was an Austrian chauffeur at the wheel, and everything was comfortable until we came to the mountains. After that it was a series of nightmare rushes down roads with a precipice on one side and a mountain on the other, and round corners at fifty miles an hour, taking every conceivable chance. We met several cars on the way, and I was eternally expecting to meet one at a corner. That idea did not seem to occur to our driver, who took everything at the same speed. This went on for hours, until I was nearly grey. The last hill was taken with the emergency brake out of gear. My friends would have said I was unlucky if I had been thrown over a precipice. I am sure that in falling I should have been accusing the Austrian chauffeur of enmity towards me.

The day before I left San Sebastian, at that time there was a train smash, and there was another one the day afterwards. Lucky? No. Fate had not booked my ticket that journey, that's all.

MASCOTS FOR SAVAGES. As for my "Luck" in the theatrical world, that certainly is a sure and definite case of bad judgment. I have never had a really successful original modern play in my life. Why? Not because of bad luck, but because I am not a good judge of a play. All my successes have been in Shakespeare or in old comedies which have been proved before. A play that pleases me does not please the public. When I am reading it I am thinking to much of the literary style. But a play that reads well does not necessarily act well. Therefore, you see, I have been unlucky.

I believe in mascots as I believe in Luck. Mascots cannot bring anyone good Luck. Can anyone with common sense really believe that a little bit of fluff called a gollywog is going to bring good fortune? What can a senseless piece of wool effect?

I suppose this cold, matter-of-fact way of looking at the question of Luck is due to the fact that I have no Scottish or Irish blood in me. I have none of the mist of the North floating about in my consciousness. I did not originate in the blue hills. My bedroom window never opened out on to eerie moors where the emblem-flower of Good Luck, White Heather, keeps its shrine. I was born in a sunny island in the south, far away from all Celtic glamour.

You cannot be superstitious in the south. The sun will not let you. I was always rather surprised that in the play "The Thirteenth Chair" the woman who in the United States was represented quite rightly as being Irish in London was portrayed as a Spaniard. I think I am right in saying that Spaniards, like all southern races, are not superstitious, except those perhaps who live in the hills.

SUPERSTITIONS WHEN ILL. Luck is like clothes—largely a matter of climate. Which is a reason why people of the stage are such believers in Luck.

I never worry if there are thirteen at my table. Such a portent never troubles me. If I find I have walked under a ladder I do not go about anticipating Bad Luck. If, as a result, I experience any Bad Luck, such as having a paint-pot dropped on my latest Paris hat, I do not rail against Luck—I merely consider my judgment has been at fault in allowing myself to pass under such a danger.

I certainly never go to the opposite extreme, however, and *plum* to have thirteen at table. That is bravado, and there is no bravado about me.

I was born on the thirteenth—the thirteenth of October. They say, you know, that:

October's child is born to woe
And the vicissitudes of life to know.

October's children stand by themselves in the world. If I take suddenly to a person I almost always find that he or she is an October child.

Now, perhaps, you will ask: "Who was it who was arguing just now that they were not superstitious?" I must confess to having my own pet personal superstitions—quite little ones, you know—superstitions which are probably no one else's. If I am in a nervous state of mind I give way to them. If not I defy them. Which is really another way of saying that my judgment is at fault—owing to ill-health.

You cannot get away from the fact that Luck has to vacate possession when judgment takes up the lease.

NOTICES

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EARLIER TELEGRAMS.

THE NAVY.

London, Sept. 5. Lord Fisher, in another letter to the "Times" headed "Nero fiddling while Rome is burning," replies to his critics and reiterates that the present Navy is obsolete for a war few years hence. He says it is the time to kick and stop the money. The recalls his reforms in the Navy and asks if he cannot be trusted.

London, Sept. 6. Speaking at Pontefract on the eve of the polling at the bye-election, Dr. Macnamara said that the active service strength of the Navy had been reduced from 400,000 on Armistice Day to 170,000 to-day. 554 naval craft which were to be constructed have been cancelled, saving the country nearly £45,000,000; 65 older ships have been sold, 1,500 trawlers and drifters have been repaired, reconditioned and returned to their proper vocations. The daily expenditure from the naval votes to-day was just half what it was on Armistice Day; but the improved pay and pensions of officers and men would always and rightly be a permanent charge.

THE SYRIAN QUESTION.

Paris, Sept. 3. M. Barthou in the Chamber of Deputies said that things in Syria could not be allowed to continue. The British Government by the agreement of 1916 had duties to perform towards France. "We salute the alliance with Britain but we wish it to be complete and loyal."

London, Sept. 4. The "Daily Mail" says that Sir Edmund Allenby returns to England on the 10th inst. Apparently no arrangements for a public welcome have been made and the omission must be quickly corrected. The "Times" in a leader says it is understood that Sir Edmund Allenby is returning to urge that the Syrian mandate be entrusted to France. It is believed in some quarters that he intends to resign if the recommendation is not accepted.

Paris, Sept. 5. The "Temps" says that Mr. Lloyd George is coming to Paris next week to confer with M. Clemenceau on the question of Syria.

HOME LABOUR TROUBLES.

London, Sept. 4. The Triple Alliance to-day considered the recommendation of the Executive of the Miners' Federation to proceed to a ballot on the question of whether direct action should be taken to compel the Government to repeal the Conscription Acts, withdraw British troops from Russia, release conscientious objectors now in prison and refrain from military intervention in trade disputes. A motion that the discussion be public was overwhelmingly defeated.

The Triple Alliance has agreed to postpone the ballot on direct action and adjourn the whole question till after the Trade Union Congress in Glasgow next week.

BRITISH TRADE.

London, Sept. 6. For August the imports were £149,000,000, an increase compared with August of last year of £28,000,000. The exports were £75,000,000, an increase of £21,000,000. For the eight months of the year imports were £1,000,000,000, an increase of £147,000,000, and exports £475,000,000, an increase of £141,000,000.

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EARLIER TELEGRAMS.

THE TURF.

London, Sept. 5. The St. Leger betting is: 11/10 Buchan, 5/1 Bayuda, 100 to 1 Pomme de Terre. Scratchings are Sir Douglas and Tangiers.

Later.

Bayuda has broken down and scratched. London, Sept. 6. The Prince Edward Handicap resulted: 1, Haki; 2, Greek Scholar; 3, Wildwood. Six ran. Won by a length, three lengths between second and third. Betting: 5 to 2, Haki, 4 to 1 Greek Scholar; 5 to 1 Wildwood.

HOME CRICKET.

London, Sept. 6. The Australians defeated the South of England in a return match by ten wickets.

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The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 8, 1919.

THE BOOM IN SPORT.

Home papers now coming to hand show that there has been a great boom in sport in the Old Country, and that outdoor games especially have gained increasing popularity. There are peculiar circumstances which explain this great desire to take part in athletics. As one writer says, the long period over which the war extended, during which sport was more or less at a standstill, rather tended to aggravate the wish of all those athletically inclined to resume as soon as possible. With others, the great reaction following a long period of stress and anxiety showed itself in the desire to take part in outdoor life, while in the case of those who spent some years in the Services the open-air existence encouraged the belief in the value of athletics as a health-promoting factor. It may truthfully be said that whilst the war claimed many sportsmen, it bred many others. Sport as an aid to training the military man in mind and body was placed at its proper value, and many men who before the war were indifferent to the benefits to be derived from outdoor exercise are now among its most ardent devotees.

During the past few months there has been a phenomenal interest shown in all branches of sport. Football, lawn tennis and cricket have been played with increasing zest by large numbers of enthusiasts; golf, never exactly a spectacular game, has come into its own again; whilst boxing appears to have increased in popularity. These facts clearly indicate that outdoor exercise appeals to the nation to a greater extent than ever before. That is a good sign, providing it is not overdone, and the most gratifying feature has been the obvious desire on the part of so many to take a really active part in whatever branch of sport they may be interested in. In the past, so far as some of our games are concerned, there have been too few players and a disproportionate number of onlookers. It is reassuring to learn that the war has had its influence on this aspect of sport, and that a far bigger proportion of young men is showing an inclination to enter the playing fields. The consequence must be better physical development of the youth of the nation, which will have its benefits in uplifting the general standard of health.

Here in Hongkong, the war has adversely affected sport, though not, of course, to the same extent as at Home. Some of the pre-war sporting features have had to be dropped, whilst the reduced Service units have meant that the Colony has had fewer really capable exponents of various games. However, there are already signs of a coming boom in sport here, in which connection we anticipate with lively interest the resuscitation of the Interport Cricket Festival, wherein triangular contests are to take place in Hongkong, the Straits and Singapore. Then also there are prospects of an interport lawn bowls fixture, whilst in the other branches of sport we look for a big revival of interest when the new military and naval units arrive. Lawn tennis, too, is becoming even more popular than ever here, and in the coming open tournaments we shall no doubt witness some surprising developments. Outdoor recreation is a great means of maintaining good health in a Colony like this, with its trying and variable climate, and we are very fortunately placed in that some form of sport is available here all the year round. We believe that the growing popularity of sport is essentially good for the Colony. It means that more people go out into the open-air and fewer hang about Club bars than in the old days. It is having a most beneficial effect also on the rising generation of Chinese. For which reason we hope to see increasingly large facilities provided for participation in outdoor pastimes and every encouragement given to lads attending school to evince an active interest in the various forms of athletics.

NOTES & COMMENTS.

THE PASS OFFICE.

Just a month ago, in commenting on the Pass Office question, we referred to the fact that, in consequence of war conditions, many people were in possession of valid passports, and remarked that "these passports, renewed every two years, ought to be quite sufficient to enable anyone to leave the Colony when occasion needs." We only want the Pass Office operating to shut out or keep an eye on undesirable characters. In other people it should have no interest whatever. That having been our attitude, we hail with satisfaction the announcement that the Pass Office requirements have been modified in line with the suggestions we offered. Henceforth British and foreign residents who have valid passports in their possession will not need any Police Pass to leave the Colony, whilst persons who arrive in and leave the Colony by the same steamer are merely required to produce their passports when demanded. This is a very sensible change, and one that will be greatly welcomed. In the past, no matter how well-known a man may have been, he has had to arm himself with a Police Permit as well as a passport on leaving the Colony, whilst temporary visitors, even if arriving and departing by the same boat, have had to go through the irritating procedure of visiting the Pass Office, even though they have had in their possession passports showing that they were fit and proper persons to enter the Colony. Now all this foolish business will be done away with. The abolition of the Pass Office would be a mistake at present, we think. The machinery is still preserved for keeping a check on dangerous characters, and that is all that is necessary, after all.

A PLEA RE-EMPHASISED.

A reader has drawn our attention to the fact that returned soldiers' organisations at Home are at present keeping a keen eye on the appointment of candidates for public positions in Municipalities, etc., and are leaving no stone unturned to see that ex-Service men are given preference when other conditions are equal. He cites one instance in which a billet was given to a man who had not seen service when there were equally well-qualified ex-Service men amongst the candidates, whereupon the Comrades of the Great War sent a deputation to the Council and succeeded in getting the appointment held over for reconsideration. This shows the influences which are now at work at Home, and it provides a striking illustration of the need of all men who have been rejected for war service having something to show to prove the fact. Now, this is not a passing phase of feeling. For many years, the question of whether candidates for positions have seen service will be raised, and, that being the case, any man from Hongkong who happens to go Home and has nothing to show that he has been rejected will find himself in a very awkward predicament. It will be useless for him to say that he was turned down, when the proof of the fact is lying in the military or Government archives ten thousand miles away. We are informed that in Australia all men who were rejected for service were supplied both with a certificate and a badge. It should be quite a simple matter to issue to Hongkong's "rejected" similar proof. We trust that the authorities will look into this matter without delay.

MURDER CHARGE.

The three prisoners remanded in police custody to find witnesses in connection with the murder of Chan Hing on the 18th August, in Shanghai Street, appeared again before Mr. Lindsell this morning.

The prisoners were committed for trial at the Criminal Sessions.

THE LITTLE HERO.

A five-year-old boy, named Horne, tried to rescue his twin sister from drowning. The children have ventured near the water cooler at Weybridge electric light works, where their father is employed. One of the workmen, named Collier, attracted by screams, found the girl had disappeared beneath the surface of the water, while her little brother, who had unsuccessfully tried to pull her out, was hanging on the edge crying bitterly. Collier rescued both children.

DAY BY DAY.

THE BEST SECURITY AGAINST THE DEMORALISATION OF SOCIETY IS THE CONSTANT AND PROFITABLE EMPLOYMENT OF ITS MEMBERS.

Mr. Chan Kai-ming is still indisposed.

Consignment of cargo by the S.S. Changsha, which recently went aground at Cairns, are required to sign an average bond.

The total output of the Kailan Mining Administration's mines for the week ending 23rd August, amounted to 48,756 tons and the sales during the period, to 64,259 tons.

The many friends of Mr. Un-Hew Fan, Hon. Secretary of the Chinese Recreation Club, will learn with regret of the death of his father, which occurred on Saturday.

Two Chinese were to-day charged before Mr. N. L. Smith, one with stealing two silver-plated bowls, and the other with receiving them. Mr. Smith sentenced both of them to three weeks' hard labour.

A Chinese who was found on the premises of the Astor House Hotel was charged to-day before Mr. N. L. Smith. He was sentenced to three weeks' hard labour. The man's excuse was that he was looking for a friend.

A Chinese was before Mr. N. L. Smith to-day on two counts—one as a returned banished from Singapore, and the other, larceny. Mr. N. L. Smith sentenced him to one year's hard labour on the first charge, and three months on the second.

The Chinese Recreation Club annual "At Home" will be held on Saturday when the tennis and cricket prizes will be presented. It is also likely that the Tennis League will make its closing day and that the shields will be presented and Winners v. Rest matches played on the C. R. C. ground.

A man was charged to-day before Mr. R. E. Lindsell, with unlawful possession of 17 tins of non-Government opium which was found amongst his luggage on the Canton Wharf. The man said he came down because his father was ill, and he was accompanied by four men, who had the opium. Mr. Lindsell fined him \$1,000, or eight months' hard labour.

Two Chinese coolies employed in the Kowloon Docks were charged to-day with stealing pig-iron. A watchman gave evidence that he saw the two defendants carrying the iron, and when they saw him, they dropped the iron and ran away. He gave chase and one of the defendants jumped into the water. With the assistance of another Chinese both defendants were arrested. The first defendant was sentenced to three weeks' hard labour. The second defendant, who had a previous conviction, was sentenced to six weeks' hard labour.

SHORTHAND.

ITALIAN CONVENT SCHOOL RESULTS.

The following are the names of the candidates who received lately their certificate in Pitman's Shorthand—

Full.—Florentina Nunes, Felicia Neves, Rose White, Dolores Juson, Mary Walter, Gladys Woolley, Evelyn Woolley and Sophie Weill.

First Class.—Constance Stonham.

Second Class.—Wazira Ramjahn, Winnie Souza, Lily Stonham, Lena McKenzie, Annie Dillon, Daisy Gittins, Mabel Holway, Annie Tolan, Josie Hung, Reta Hazeland, Lily Haynes, Lucy Haynes, Marjorie Garrod, May Hyde, Beatrice Bliss, May Fincher, Elvira Alvares, Eileen O'Sullivan, Margaret Gerrard, Cecile Johansen, Bertha Rodrigues, Gulhermina Assumption and Aurea Carvalho.

Third Class.—Lucy Haynes, Reta Hazeland, Eileen O'Sullivan, Margaret Gerrard, Marjorie Garrod, May Fincher, Mabel Wright, Bertha Rodrigues, Silvia de Cotte, Marie Rosario, Violet Van Langenberg, Mollie McBean, Florence Simmons, Violet Tsan, Olive Xavier, Amy Garth.

Shorthand classes will be reopened on the 15th inst.

CURRENT COIN.

[BY "MERCANTOR"]

The troubles of the average resident of this Colony are continually increasing. To the increased cost of foodstuffs, etc., has now to be added the high premium on small coins. Saturday's notification in the *Gazette* prohibiting passengers carrying away from here more than one dollar is not going to make the situation much better. The problem of subsidiary silver coins is at present attracting much attention in the Colony. For the moment the position is very unsatisfactory. We are not issuing small coins and a good deal of the already minted coins have gone back into the melting pot, while the rest is being secreted in Canton. It is certainly an anomalous position—to have a silver standard while at the same time having subsidiary silver token coins. The Chinese are accustomed to look for weight for value in silver coins; consequently, on account of the high price of silver, the present subsidiary coins have appreciated. The withdrawal of small coins has also helped to make the situation so difficult.

In view of the present high price of silver and the likelihood of the value being established for some years, there are many who contend that it would be advantageous to have nickel coins of five, ten and twenty cents, of a size and weight which can be easily decided upon. The success of the introduction of a new currency would depend almost entirely on the success of attending the withdrawal of the existing subsidiary coins. For a time, of course, it would be inevitable that the new subsidiary coins would circulate side by side with the old, in some places, but such a state of affairs should only be allowed on sufferance, and not serve as a step in the process of currency reform. The danger of allowing the old and new subsidiary coins to circulate side by side for any length of time would lie in the possibility of the new currency becoming ultimately powerless to displace the old. There are a great number of items of expenses connected with coinage. As the main object or purpose of currency is to have fluid currency, the object would be defeated if the expenses were not brought down to a minimum.

Some Chinese merchants have approached the Chinese Chamber of Commerce with a view to getting the Government issue 50-cent and 20-cent notes, but a majority of the members were not in favour of this change. They argued that the small Chinese traders would suffer by this innovation as the notes would be of a depreciative value. The coolies and hawkers would be the most hit. The matter is still being considered but it is expected that the Chamber will take no action on the matter.

The Chambers of Commerce in India are airing their grievance regarding the anomaly arising out of the existing system of determining the tariff rates of sugar. They argue that the valuation of China and Mauritius sugars is unfairly high as compared with that of Java and Japan sugars. Although it is recognised that the Indian valuation has been fixed in accordance with recognised procedure, it is clear that this procedure is quite unsuited to the abnormal trade conditions prevailing. Pending the introduction of a revised procedure, a special arrangement should be made to eliminate the anomaly under which British sugar is penalised as against foreign sugars.

Under present exchange there is very little chance of any revival of the trade in South China tin. Prices of the metal in Hongkong, however, have been constantly on the decline until at the present time 99 per cent. metal is quoted at about \$35 per picul of 133 1/3 pounds; and 98 per cent. at \$32. These prices compare very unfavourably with nominal prices of from \$95 to \$105. The cost is computed in the local currency. The situation has grown so serious in the mining fields that a great proportion of the miners have left work and have sought other employment, thus not only reducing the possibility of production at the present time, but destroying the organisation on which future production in a large measure must rest. Exports of tin from Hongkong up till May this year

BALAM'S ASS.

Prefacing his discourse by answering enquiries which had arisen from a previous sermon, the Rev. E. Martin said yesterday at St. Peter's Church that scholars now-a-days do not hold that Balaam's ass gave voice to human utterance. It would involve a re-construction of the organs of an ass's throat. And although no one would deny that if God thought it well to do so He could make an ass speak, we have to remember that in this case Balaam was not a Jew, but a sooth-sayer from the Euphrates. Such an augur or sooth-sayer would give a meaning, according to his art, to the natural sounds of the ass. In view of the unreasonableness of Balaam's conscience, we can scarcely wonder at his viewing the ass's obstinacy as a warning. Continuing his sermon, the preacher reviewed the gradual development of Hebrew Religion from the primitive joss and polytheism of Abraham's day to the pure monotheism and Messianic hope of the last Prophets.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 10.45 a.m. yesterday:—

Cyclone or typhoon S. of Guam, direction unknown.

amounted to about 2,111 short tons, all of which have gone to China. So long as silver exchange is anything like as high as now, Yunnan tin, as I have previously pointed out in these columns, cannot compete with tin from the Straits Settlements. It is one of the many items in the long list of "Chinese products" that cannot be moved under present exchange rates in competition with similar products from other countries produced on a gold basis. As Mr. George E. Anderson, the Consul-General for the United States, has pointed out, the production of tin in Yunnan Province, the basis of the tin industry of Hongkong, has all but completely collapsed. Estimates of production at the present time indicate that it has fallen off from 50 to 80 per cent., so that the production of the Yunnan fields this year will run only from 2,500 to 6,000 tons, instead of 12,000 tons last year. Hongkong exporters of tin are particularly discouraged at the prospect which has its most serious feature in exchange.

In recent years many of the Chinese have taken to wearing the leather shoe, and there has consequently been a growing demand in China for foreign tanned leather. This, however, has not as yet reached any considerable proportions, and the Chinese have now begun to erect tanneries of their own in some places in China. The great mass of the race wear the character of cloth shoe that they have worn for centuries, the sole being made of a thick cloth pad. To make this, old rags are put together in layers, sewed with a strong thread and cut in sizes to fit the shoe. Shanghai, which is the great importing and distributing point for North and Central China, imported about 650,000 pounds of sole leather in 1917, and of this 260,000 lbs. was re-exported to other parts of China.



DR. MASARYK.

President of the Czechoslovak Republic, who, according to a week-end telegram, declares that any union with the Austrians and Magyars is an utter impossibility.

TO-DAY'S MISCELLANY.

In respect to the exaggerated fiction appertaining to holiday-making by the seaside, the *Hong Kong Review* fears that thousands of people will go for their holidays with jaundiced feelings, and minds intent on anticipated robbery. It must be remembered, continues the review, that food prices are 104 per cent. above pre-war level and that furnishings, wages, water, boot polish, and every single item used in a catering house show anything from 50 to 300 per cent. increase. White china crockery, for example, has risen 140 per cent. Who are greater users of crockery and glassware than seaside and other caterers, and who lose more by breakages?

Giving in the *Outlook* his experience of barristers, Mr. A.A. Milne says that once a fishmonger's shop had been run into by a motor bus, and a barrister spent what seemed like several hours in cross-examining the fishmonger as to the contents of his shop, observes the *Evening Standard*. "Had he got any salmon at the time of the accident? He hadn't. Salmon was out of season, but we were evidently supposed to feel that if one hadn't any salmon on the counter it didn't really matter whether one's premises were run into by a bus or not. On another occasion a doctor who had spent about thirty years at his profession was cross-examined by a barrister who had 'sat up with it for three hours one night with a wet towel round his head.' 'Now then, sir, do you or do you not agree with Dr. Emsbach Herrenpoffer that a confused lesion in the neighbourhood of the digamma might be a contributing cause of—or supplantation of—the—' a hurried glance at the second-hand medical book on his desk—"supplantation of the oxymeron?"

I have just heard Sir Martin Conway, the Director-General of the Imperial War Museum, give some very interesting information about the scheme to members of Parliament, states "Clubman" in the *Pall Mall Gazette*. It was proposed, he explained, to include every weapon used during the war, and a new State Paper Office would be erected to house the mass of original documents. The war photographs collected numbered more than two millions. It is intended that the museum shall include models of the 350 types of aeroplanes used. A lease of the Crystal Palace has been taken for four years from next April, and it is hoped that the collection will be on view in the early summer. The intention is to make the future museum a living museum, not dead like the Imperial Institute, and he thought it should house a living studying body, the United Service Institution. It would be the University of modern war, with collections dating back from the time of Marlborough, an illustrated encyclopaedia of war. It should be placed on the banks of the Thames just below the County Hall. In front of it could be moored some vessel like the *Vindictive*. On the river edge would be a great facade, with a great memorial sculpture behind it, for all men to see, and behind that the museum, with its library and research department.

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CORRESPONDENCE.

(To the Editor of the "Hongkong
Telegraph.")

HONGKONG AND THE GERMANS.

Sir.—It is impossible for any clean-thinking man to remain silent after reading some of the correspondence and thin reasons for allowing the Germans back in our midst. Before it develops into a Free Trade versus Protection argument, it would be well to weigh up the benefits the Colony received, while the Germans were established here. They had, of course, to pay rent, use the Ferry, and the Peak tram and dock their ships. Then their share to the upkeep of the Colony stopped. Our Free Trade countrymen in England gave them agencies for our best manufactured goods and products, in preference to old-established British firms. Yes, the Germans burned the midnight oil in their offices so that they could supplant us, and because they were working by the "request" of their Government and for the rise of Imperial Germany. The Hongkong Germans did benefit. The eighty steamers that made this their home port, purchased their coals, ship chandlery, etc., from their nationals; they had their own hotels, repair shops, and the monopoly of the beer trade. They were agents for the best brands of whisky. Yes, they got all they could out of the good-natured "MacWhirters" and their kind and gave nix in return. Of course the volume of trade looked well in statistical reports, but how much of it was ours?

Remember, you who sneer at the British Empire Union, that it was British grit and enterprise that created this important and beautiful Colony, and would you share your birthright again with a race like the Germans? Are you deaf or blind? Find out what was plotted for the 4th August, 1915; remember Singapore; look at stricken Russia to-day. Is it possible that you want the "Red Terror" in Hongkong? It would be an easy task for the practised Hun to plunge us into anarchy, and as sure as he is allowed to wander of his own sweet will, he is going to make mischief. He is an adept at it.

Competition in trade is surely not wanting here. Your correspondents ought to be satisfied. There is hardly an article of British manufacture to be had for money, although we have been at peace nearly a year.

It is argued that if the Germans don't come here, they will go somewhere else. They tried that years ago—Swatow, Amoy, Hainan. They even wanted to make Whampoa an ocean port to oust Hongkong. One consolation is, wherever they go they are confronted with Britons of the Holyoak type. It is well we have a few, such men left and not a lot of timid, hair-splitting croakers.

In relation to the indemnity, it is argued that if the Teuton is not allowed free scope for trade, he will be unable to pay. That will make precious little difference to Hongkong or the Empire, for even if he does pay and the money is assigned in the same manner as the ton-for-ton arrangement was, our financial

HONGKONG SMALL COINS.

CHINESE CHAMBER OF COMMERCE DISCUSSION.

(Translated from the Chinese Press.)

On Friday a committee meeting of the Chinese General Chamber of Commerce was held at its office in Des Voeux Road, Central, for the purpose of discussing the situation. The sub-committee appointed to investigate reported that Mr. Ho Wing, Comptroller of the Hongkong and Shanghai Bank and a member of the sub-committee, stated that the Bank had in stock about \$1,000,000 worth of silver sub-coins and if the Shanghai exchange dropped most of the sub-coins which had gone out of Hongkong would make their way back and they would be quite sufficient to meet requirements, otherwise the sub-coins would grow less.

The Chairman, Hon. Mr. Lau Chu Pak, said that by request he and Hon. Mr. Ho Fook discussed the matter with the Colonial Secretary. The Government stated that the Chinese must lend a hand in the matter to stop speculators and exporting. The Chief Manager of the Hongkong and Shanghai Bank was present at an Executive Council meeting and was asked by Hon. Mr. Lau Chu-pak the number of one-dollar notes at present in circulation. The reply was about \$1,300,000 and a large number of one-dollar notes might be expected to arrive from London at the end of the month.

The Chairman urged that the Chinese co-operate with the Government. The latter has instructed the Post Office to give no change. Those who want to buy \$1 worth of stamps must produce \$1. Shopkeepers could refuse to give change by law. It was quite lawful to insist that customers be prepared with 50 cents if they wanted to buy 50 cents worth of goods. Such a measure must, of necessity, be adopted at present. Mr. Chan Harr's idea was to request the Government to sanction the issue of more one-dollar notes. According to the Chief Manager of the Hongkong and Shanghai Bank more one-dollar notes were expected to arrive and it remained to be seen what affect they would have.

As to the proposal to request the Government to issue 20-cent and 10-cent notes, the matter must be considered more fully, as Hongkong notes were different from silver sub-coins which would be changeable elsewhere.

The Chairman went on to state that he and the Hon. Mr. Ho Fook had arranged with the Government that for reporting to the Government any the smuggling of silver sub-coins a reward of \$50 out of every \$100 seized will be given.

Mr. Chan Harr stated there was no smuggling of sub-coins, according to latest information. He attributed the cause of the rising of the value of the sub-coins to profiteering.

recompense would be but fractional in proportion to our expenditure and risk.

Your etc.
CATHAL.
Hongkong, Sept. 7, 1919.

THE WEISS CASE.

INQUIRY INDEFINITELY
ADJOURNED.

The U. S. Court of Inquiry into the circumstances attending the death of Mr. F. E. Weiss was resumed at Shanghai on September 1. Only evidence of identification was offered, and the proceedings were adjourned subject to call by the Court.

Mr. A. H. Tessier, of the C. P. O. S. passenger department, was questioned by Mr. C. P. Holcomb with regard to identification.

"You were acquainted with Mr. F. E. Weiss?"

"Yes. I worked with him for several months."

"When did you last see him alive?"

"On the Wednesday evening, about 6 o'clock, when he was leaving the office."

"Did he say where he was going, or mention any engagements?"

"He said he was going to play tennis."

"Where?"

"At Mr. Hallam's."

"Did he make any further remark to you about his movements?"

"No. I knew he had made an appointment that afternoon with Mr. Wavell."

"What time did he make that?"

"At 2 or 3 o'clock in the afternoon."

Witness further spoke as to having identified the body after death.

Mr. A. B. Hykes, a member of the jury, also gave evidence of identification.

Mr. Holcomb announced that that was all the evidence he had to offer.

The Coroner (Mr. N. E. Lurton) then addressed the jury. "At the present time," he said, "there is no further evidence which can be presented to you. There have been many clues presented to the authorities since this man was found dead, and there are still clues under investigation. May be something will develop, and may be not. I am presenting these instances, to you for your consideration as to whether or not you wish to adjourn this jury until a further time, or render a verdict now. I should like to know what your sentiment is on the subject in view of these facts."

The jury retired and were in private deliberation for about ten minutes, in the meantime having requested and obtained permission to call in the District Attorney.

On their return, the foreman said that, if it was agreeable to the Coroner, the jury would rather adjourn until some more evidence was produced.

The Coroner—Well, it is not certain whether any more evidence will be produced, but every effort will be made to bring further evidence before you if possible. If you feel that way about the matter, the session will be adjourned until—

Mr. Holcomb—I would suggest, subject to call by yourself.

Eventually, it was decided to adjourn the inquest subject to call by the Court.

On September 1 the second public notice in connection with the case was issued by the Criminal Investigation Department, and, in English and Chinese, read as under:—

\$1,000 REWARD.
Referring to Police circular No. 129, in addition to the reward offered by the S. M. P., a further sum of \$1,000 has also been offered by the Canadian Pacific Ocean Services, Ltd., for information leading to the discovery of the movements of the late F. E. Weiss subsequent to 9.30 on the evening of August 20, and establishing the circumstances under which he met his death.

SHAMROCK IV.
Shamrock IV., with which Sir Thomas Lipton hopes to win the America Cup next year, has been under cover in New York since the early days of the war. After the Naval Review at Spithead in July, 1914, she began her cross-Atlantic trip accompanied by Sir Thomas's steam yacht Erin. It was the Erin's wireless which intercepted a message from one German cruiser to another that war had been declared, and both yachts made for Bermuda. After some delay they got to New York. Shamrock IV. has not been on the water since. From time to time she has been overhauled, and she was described recently as being "in good shape and condition."

NOTICES.

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NAGOYA	11th Sept.	15th Oct.	24th October.

FOR SINGAPORE, COLOMBO & BOMBAY.

DILWARA	7th Oct.	due Bombay about 26th Oct.
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FOR SINGAPORE, PENANG, RANGOON & CALCUTTA.

ARRATON APCAR	9th Sept.	due Calcutta, about 30th Sept.
ITALA	1st Oct.	26th Oct.

FOR SHANGHAI, MOJI, KOBE & YOKOHAMA.

KHIVA	leave Hongkong about 26th September.	Due Yokohama about 9th October.
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*Monteagle	Oct. 19	Nov. 12	
Empress of Russia	Oct. 30	Nov. 17	
Empress of Asia	Nov. 27	Dec. 15	
Empress of Japan	Dec. 10	Dec. 31	
Empress of Russia	Dec. 25	Jan. 12	
*Monteagle	Jan. 1	Jan. 25	

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Port Said & Marseilles.

IYO MARU Friday, 19th Sept., at Noon.

ATSUTA MARU Friday, 3rd Oct., at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday

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TANGO MARU Wednesday, 24th Sept., at 11 a.m.

NIKKO MARU Wednesday, 22nd Oct., at 11 a.m.

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SOUTH AMERICAN PORTS via Cape.

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KOSOKU MARU Wednesday, 10th Sept.,

HWAHWA Middle of Sept.

CALCUTTA & RANGOON via Singapore & Penang.

YETOROFU MARU Monday, 15th Sept.

TSURUGA MARU Tuesday, 30th Sept.

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SHIPPING NEWS.

A GERMAN STOWAWAY.

At Port Talbot, recently Carl
Weimer (18), a German, was
charged with landing without a
permit. Weimer was a stowaway
on the a.s. Rhodesia. He got
away from the ship on Thursday
evening, and later was arrested
while looking for lodgings.
Pleading guilty, he said, "I don't
want to go to America." He
shipped at Rotterdam, and want-
ed to go to Buenos Ayres. He
was sentenced to 14 days and
recommended for deportation.

THE UGANDA RAILWAY MARINE

It will be remembered that the
grievances of the Uganda Rail-
way Marine have been the sub-
ject of representations on the part
of the Mercantile Marine Service
Association for some time past,
and strenuous efforts have been
made to obtain a fair hearing for
the petition presented by the
Merchant Service officers of that
service. The Council of the
Association were recently assured
that the whole subject was engag-
ing the attention of a local com-
mission, and the Secretary of the
Association is now in receipt of
a letter from the Under Secretary
of State, in which it is stated that
proposals for improving generally
the salaries of officials in the East
African Protectorates, including
those of the Uganda Railway
Marine officers, are being con-
sidered by the Protectorate
Governments on the basis of re-
commendations made by the local
commissions of inquiry in the
East Africa and Uganda Pro-
tectorates and by a special com-
missioner who recently visited
South Africa in this connection.
It is not possible yet to say what
improvements will be effected,
but the Council may rest assured
that Lord Milner will give full
consideration to the case of the
Uganda Railway Marine officers
in whom the Mercantile Marine
Service Association is interested,
and that as a result of the special
commissioner's inquiry an im-
proved war bonus has already
been approved in the East Africa
and Uganda Protectorates with
retrospective effect from the 1st
January, 1917, for all officials.

SEA SERVICE OF ALIENS.

There was again a large num-
ber of amendments to the Alien
Restriction Bill recently when
the Grand Committee of the
House of Commons met. The
clause limiting to 10 per cent.
of the total workers the number of
aliens who might be employed in
any business was rejected on a
division, and thus the Govern-
ment defeat of the previous week
was reversed. Commander Ken-
worthy moved that no alien
should be employed or act as
master, officer or be a member of
the crew of a British merchant
ship registered in the United
Kingdom, except in the case of a
ship employed entirely in trade
between parts of the world out-
side the British Empire. The
gallant officer, in supporting
his proposal said the most
dangerous spies were not Germans,
Austrians, or Turks, but the
people of a nation he would not
mention by name. Experience
showed that neutrals were the
worst spies. He did not agree
with those who continually said
this would be the last war, and
this country should make
preparations for whatever might
happen. It was a scandalous
thing that we had not sufficient
men to man the ships we had.
He therefore proposed to add to
his clause a provision that an
alien may be employed as a
member of the crew only for three
years after the date of the pass-
ing of this Act provided no
seafarers who are British subjects
are available. The Home Sec-
retary said he hoped this clause
would not be pressed. They all
wanted, to see British ships man-
ned by British seamen, but the way
was not by this kind of legislation.
The right way was by making
the pay and conditions properly
attractive, and then we should
have plenty of men both for our
Mercantile Marine and our Navy.
This would throw us open to re-
taliation by other nations which
now employed British seamen.
His objection, however, did not
extend to masters of ships. The
new clause was read a second
time, and then the Committee
proceeded to amend it. It was
made to apply to masters, chief
officers, and chief engineers only
of merchant ships, and the clause,
as amended, was then added to
the bill. A new clause, providing
that no alien shall hold a pilotage
certificate for any port in the
United Kingdom, was carried by
15 votes to 4, after being strongly
opposed by the Home Secretary
on behalf of the Government, and
the Committee.

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MANILA, CEBU & ILOILO	Taming	9th Sept. at 3 p.m.
SHANGHAI & TSINGTAO	Yingchow	10th Sept. at d'light.
SWATOW & SINGAPORE	Chinhua	10th Sept. at 11 a.m.

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and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.BANGKOK LINE.—Weekly service to and from Bangkok via
Swatow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 38.

Hongkong Sept. 8 1919.

Agents.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tiharoom	Java	in port	10th Sept.	Shanghai
Tiharoom	Java	in port	10th Sept.	Java
Tiharoom	Java	3rd Sept.	—	—
Tiharoom	Java	5th Sept.	10th Sept.	Japan
Tiharoom	Japan	14th Sept.	17th Sept.	Java
Tiharoom	Japan	28th Sept.	30th Sept.	Java

The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken at
through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

York Building.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers. Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Quinnebaug	A. F. Stewart	TUES. 9th Sept. at 1 p.m.
Quinnebaug	Medina	FRI. 12th Sept. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near
Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.INDO-CHINA STEAM
NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
TTSIN via W'wei & C'foo	Chipsing	Tues. 9th Sept. at d'light.
STRAITS & Calcutta	Namshang	Wed. 10th Sept. at 3 p.m.
SHANGHAI	Wosang	Thurs. 11th Sept. at d'light.
MANILA	Yuensang	Fr. 12th Sept. at 3 p.m.
SHANGHAI via Ningpo	Kwongsang	Sun. 14th Sept. at d'light.
KOBE	Chaksang	Wed. 17th Sept. at 5 p.m.
MANILA	Loongsang	Fri. 19th Sept. at 3 p.m.

CALCUTTA LINE.—The Line has now been re-organized and affords regular sailings to Calcutta
via Singapore and Penang.Returning from Calcutta, steamers proceed via Straits and Hongkong to Japan, occasionally
calling at Shanghai.All steamers have excellent passenger accommodation, are fitted with Electric Light and
Fans and carry a fully qualified surgeon.

Sailings from Hongkong—Subject to change without notice.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes
calling at Swatow. Steamers on this line have a limited amount of passenger accom-
modation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai.
Through Bills of Lading are issued to all Northern and Yangtze Ports.MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accom-
modation, sailings from both ports every Friday.HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when
indicated.BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up to
date accommodation for passengers.Cargo taken on through Bills of Lading for Kadat, Jesselton, Labuan, Tawau and Lahad Dato.
TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin
calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settle-
ment, are required to produce on arrival at destination passports
with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.REGULAR SAILINGS OF MAIL STEAMERS FROM
HONGKONG TO AUSTRALIAN PORTS.

Steamers	For	Date of arrival	Date and Time of departure
"ST. ALBANS"	Melbourne, via Queens- land Ports	—	Late Oct.

The above steamers have excellent accommodation for First and Second Saloon
Passengers, having been built expressly for Tropical Voyages, and are complete with
every modern convenience for Ocean Travelling.

A duly qualified Surgeon and Stewardess are carried on each vessel.

For Passage Rates and Further Particulars Apply To:

GIBB, LIVINGSTON & CO.,
AGENTS.

SHIPPING.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ALTAI MARU" ... Thursday, 11th Sept.
"ALASKA MARU" ... Saturday, 20th Sept.
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transhipment at Bombay to Co's steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.
"TACOMA MARU" ... Monday, 15th Sept.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.
"BURMA MARU" ... Wednesday, 10th Sept.
"SIAM MARU" ... Wednesday, 24th Sept.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.
"UNNAN MARU" ... Wednesday, 1st Oct.

SYDNEY & MELBOURNE—Monthly service calling at AUCLAND, N. Z. and ADELAIDE.
"LUZON MARU" ... Beginning Oct.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.
"CHICAGO MARU" ... Tuesday, 30th Sept.
"MANILA MARU" ... Wednesday, 15th Oct.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

TAKAO via SWATOW & AMOY.
"SOSHU MARU" ... Thursday, 11th Sept.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.
"SAIGON MARU" ... Tuesday, 23rd Sept.
"INDUS MARU" ... Monday, 29th Sept.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.
Tel. No. 744 and 745 No. 1, Queen's Building.

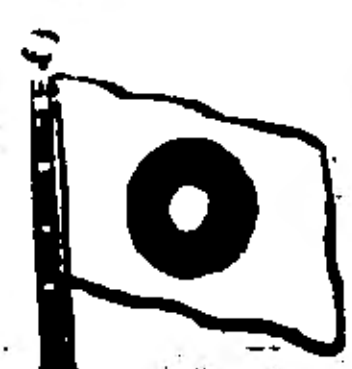
Y. K. K.

YAMASHITA KISEN KAISHA.
(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1
NANYO MARU No. 2
NANYO MARU No. 3
SODEGAURA MARU.
KYODO MARU No. 13
TAMON MARU No. 1
ASOSAN MARU.
CHEIAN MARU.

REGULAR SERVICE FOR
FREIGHT BETWEEN
HONGKONG,
BANGKOK
and/or
SINGAPORE.

For Particulars Please Apply to:—
M. KOBAYASHI, Agent.
Tel. No. 149 & 155. Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.
(Shipping Department).
HEAD OFFICE (Kobe).

Branches and Representatives:—
TOKYO, OSAKA, LONDON, NEW YORK, PARIS, BOMBAY, PORT SAID, CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAU, BANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TAIPEH.

Taking Cargo on through Bills of Lading to Pacific Coast, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,
M. HASHIMOTO,
General Agents.

Telephone No. 2108.

THE ADMIRAL LINE.
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER
"CITY OF SPOKANE" ... About September 22nd.
"SEATTLE SPIRIT" ... October 24th.

For PORTLAND direct.

"COAXET" ... About October 5th.
"WABAN" ... October 11th.
"WEST MUNHAM" ... November 16th.

Through Bills of Lading issued to OVERLAND COMMON PORTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone 2477 & 2478

5th Floor, Hotel Mansions.

SHIPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER "BESSIE DOLLAR" ... SAILING DATE about 10th Oct.

FOR SAN FRANCISCO U.S.S.B.

"WEST HEPBURN" ... Middle of Oct.
Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING TEL. 795.
THIRD FLOOR "792."

Lloyd Triestino

S.S. "GABLONZ"

Will be despatched on or about 15th September for Singapore, Penang, Colombo, Aden, Port Said & Trieste. (possibly calling at Bombay).

First class passenger accommodation—single and double berth cabins also cabins with 3 berths at reduced rates.

For further particulars apply to

DODWELL & CO., LTD.
Agents.

NEW YORK DIRECT.

Joint service of the
"BLUE FUNNEL" LINE
(Ocean S. S. Co., Ltd. & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE
(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.
"Teensai" ... via Suez ... 11th Sept.
"Eurymedon" ... via Suez ... 11th Oct.
"City of Newcastle" ... via Suez ... 7th Novr.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.
HONGKONG & CANTON REISS & CO CANTON.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched on the 26th Sept. to—

Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPANLYN,
Agents.
Telephone No. 1574.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia.
CHANGSHA	13th Sept.	18th Sept.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 36.

CONSIGNEES.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

S.S. "KOREA MARU."
Steamer arrived from SAN FRANCISCO, HONOLULU, JAPAN PORTS.

Friday, September 5th.

Consignees of cargo are hereby notified to present their Bills of Lading for countersignature and take immediate delivery from alongside steamer or the Company's godown, where all cargo impeding immediate discharge will be landed at consignees' risk. Storage will be assessed on cargo remaining undelivered after 11th September.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on Monday, September 15th, at 10 A.M. No Claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer. No Fire Insurance whatever, will be effected.

T. DAIGO.

Manager.

Hongkong, 6th September, 1919

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LIMITED

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer "KEEMUN"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 5th September.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period. No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 11th September, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 25th Sept., or they will not be recognised. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 5th September, 1919.

TIDE TABLE.

8th to 14th September 1919.

Time	High Water	Low Water
8th	10.15	4.15
9th	11.00	3.30
10th	11.45	2.45
11th	12.30	1.55
12th	1.15	1.05
13th	2.00	0.15
14th	2.45	0.25

morning, afternoon.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. YOKOHAMA (European Line) left London for this port via the Suez Canal on the 23rd August, and is expected here on the 1st October.

The Admiral Line s.s. CITY OF SPOKANE will arrive at Hongkong about September 18th, from Seattle via usual Japan ports and Shanghai.

The American and Manchurian Line s.s. CITY OF FLORENCE left New York on 11th July last and may be expected to arrive at Hongkong about the 15th Sept., 1919.

The Admiral Line s.s. OLEN will arrive at Hongkong about September 30th, from Portland via usual Japan ports and Shanghai.

The Admiral Line s.s. COAXET will arrive at Hongkong about October 3rd, from Portland via usual ports.

The N. Y. K. s.s. NIKKO M. (Australian Line) left Sydney for this port on the 2nd Sept. and is expected here on the 20th Sept.

The Ben Line s.s. BENRINNES from Middlesbro & London left Singapore for this port on 3rd instant and may be expected to arrive here on about 9th Sept.

The N. Y. K. s.s. KOSOKU M. (Bombay Line) left Kobe for this port via Moji on the 2nd Sept. and is expected here on the 9th September.

The R. M. S. EMPRESS OF JAPAN arrived at Yokohama on 4th Sept. at noon, for Vancouver.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Leeyuen, from Shanghai.
Rason, from Tokio.
Selva, from Kobe.
Lufungia, from Shanghai.
Singyueloong, No. 7, Shangwan from Shanghai.
White, Kitano Maru, from Yokohama.
Yunsang, Queen's Road Central, from Shanghai.
Yunwaichong, Queen's Road Central, from Shanghai.
Zungwoo, 233 Queen's Road, from Shanghai.
Kaohongyoun, from Shanghai.
Yingchee, from Amoy.
Keuteug Yingfooliong, from Shanghai.
Futehally, Hongkong Hotel, from Kobe.
Mr. Yuengen, 4th Floor 39, Midway of Canoe Road, from Shanghai.
Happling, King Edward Hotel, from Peking.
Kwokchun, 35 Battery Street, Yumati, from Amoy.
Liehseng Pharmacy, from Shanghai.
Kaminishizono Nishin Kiseigaisha, from Kagoshima.
Teenchowdong Neehongdong, Vanyee Street, from Shanghai.
Hongwoosing, from Amoy.
Kwongshingcheong, from Takow.
Kwongwoshing East Des Vouex, from Amoy.

T. KRING.

Superintendent,

Hongkong, Sept. 5, 1919.

VESSELS LOADING.

EUROPE, U.S.A. ETC.

Anyo M.	T. K. K.	Sept. 1
Korea M.	T. K. K.	Sept. 1
Venezuela	P. M. S.	Sept. 1
Nagoya	P. M. S.	Sept. 1
Altai M.	O. S. K.	Sept. 1
China	C. M. K.	Sept. 1
Tacoma M.	O. S. K.	Sept. 1
Westwind	D. & Co.	Sept. 1
Changsha	B. & S.	Sept. 1
Iyo M.	N. Y. K.	Sept. 1
Fushimi M.	N. Y. K.	Sept. 1
Alaska M.	O. S. K.	Sept. 1
Gleniffer	J. M.	Sept. 1
City of Spokane	A. L.	Sept. 1
Tango M.	N. Y. K.	Sept. 1
Nippon M.	N. Y. K.	Sept. 1
Chicago M.	O. S. K.	Sept. 1
Wakasa M.	N. Y. K.	Sept. 1
Nile	C. M.	Oct. 1
E. of Asia	C. P. O. S.	Oct. 1
Tsuyama M.	N. Y. K.	Oct. 1
Tenyo M.	T. K. K.	Oct. 1
Atsuta M.	N. Y. K.	Oct. 1
Coaxet	A. L.	Oct. 1
Ecuador	P. M. S.	Oct. 1
Bessie Dollar	R. D.	Oct. 1
Waban	A. L.	Oct. 1
Katori M.	N. Y. K.	Oct. 1
E. of Japan	C. P. O. S.	Oct. 1
Monteagle	C. P. O. S.	Oct. 1
Nikko M.	N. Y. K.	Oct. 1
Shinyo M.	T. K. K.	Oct. 1
West Hapburn	R. D.	Oct. 1
Tofooka M.	N. Y. K.	Oct. 1
St. Albans	E. & A.	Oct. 1
Nanking	C. M. S.	Nov. 1
Seiyu M.	T. K. K.	Nov. 1
Colombia	P. M. S.	Nov. 1
Persia M.	T. K. K.	Nov. 1
West Munham	A. L.	Nov. 1

JAPAN, COAST PORTS, ETC.

Sunning	B. & S.	Sept. 8
Taming	B. & S.	Sept. 9
Chipshing	J. M. Co.	Sept. 9
Kanchow	B. & S.	Sept. 9
Haitan	D. L. Co.	Sept. 9
Teau	B. & S.	Sept. 9
Arratoon	P. & O.	Sept. 9
Titarcom	J. C. J. L.	Sept. 10
Tjmanek	J. C. J. L.	Sept. 10
Tjibodas	J. C. J. L.	Sept. 10
Burma M.	O. S. K.	Sept. 10
Yingchow	B. & S.	Sept. 10
Chinhua	B. & S.	Sept. 10
Namsang	J. M. Co.	Sept. 10
Kosoku M.	N. Y. K.	Sept. 10
Wosang	J. M. Co.	Sept. 11
Quinnebang	D. L. Co.	Sept. 12
Yuensang	J. M. Co.	Sept. 12
Kwongsang	J. M. Co.	Sept. 12
Yotorofu	N. Y. K.	Sept. 15
Tjilwong	J. C. J. L.	Sept. 17
Chaksang	J. M. Co.	Sept. 17
Aki M.	N. Y. K.	Sept. 18
Kaga M.	N. Y. K.	Sept. 18
Loongsang	J. M. Co.	Sept. 19
Nikko M.	N. Y. K.	Sept. 19
Khiva	P. & O.	Sept. 21
Tjilatjap	J. C. J. L.	Sept. 21
Tsuruga	N. Y. K.	Sept. 30
Hwahwu M.	N. Y. K. M.	Oct. 1
Itola	P. & O.	Oct. 1
Unnan M.	O. S. K.	Oct. 1
Dilwara	P. & O.	Oct. 7
Yokohama M.	N. Y. K.	Oct. 2

EASTERN EXTENSION AUSTRALIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—
Bouman Automobile, from New York.
Capt. Kimura Sadajibo, Steam Banya Maru, from Alexandria.
Daniels Co. from Nagasaki Ill.
Fullerton c/o American Consul, from New York.
Guest, Hongkong Hotel, from Singapore.
Kewley, from Macao.
Leslie Smith, Wyndham Hotel, from London.
McKinley, Hongkong Hotel, from London.
D. de H. FARRANT, Superintendent.
Hongkong, Sept. 4, 1919.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used A1: A.B.C. Fifth Edition: Engineering, First and Second Edition: Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

[All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.,

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH	BREADTH	DEPTH	AREA OF DOCK
NO. 1 DOCK, KOWLOON	100'	20'	10'	2000
NO. 2 DOCK, KOWLOON	100'	20'	10'	2000
NO. 3 DOCK, KOWLOON	100'	20'	10'	2000
NO. 4 DOCK, KOWLOON	100'	20'	10'	2000
NO. 5 DOCK, KOWLOON	100'	20'	10'	2000
NO. 6 DOCK, KOWLOON	100'	20'	10'	2000
NO. 7 DOCK, KOWLOON	100'	20'	10'	2000
NO. 8 DOCK, KOWLOON	100'	20'	10'	2000
NO. 9 DOCK, KOWLOON	100'	20'	10'	2000
NO. 10 DOCK, KOWLOON	100'	20'	10'	2000
NO. 11 DOCK, KOWLOON	100'	20'	10'	2000
NO. 12 DOCK, KOWLOON	100'	20'	10'	2000
NO. 13 DOCK, KOWLOON	100'	20'	10'	2000
NO. 14 DOCK, KOWLOON	100'	20'	10'	2000
NO. 15 DOCK, KOWLOON	100'	20'	10'	2000
NO. 16 DOCK, KOWLOON	100'	20'	10'	2000
NO. 17 DOCK, KOWLOON	100'	20'	10'	2000
NO. 18 DOCK, KOWLOON	100'	20'	10'	2000
NO. 19 DOCK, KOWLOON	100'	20'	10'	2000
NO. 20 DOCK, KOWLOON	100'	20'	10'	2000
NO. 21 DOCK, KOWLOON	100'	20'	10'	2000

NEW ADVERTISEMENTS.

BANKER & CO.
WEST RIVER PASSENGER SERVICE.
The M. S. "KONG MING" (Captain Wilks), will leave the Young Tai Hing Wharf (Connaught Road West) at 5 p.m. on 8th inst. for Wuchow via West River Ports.
This vessel has excellent European accommodation for first class passengers, and was built expressly for the West River trade, being fitted with electric light and fans and is complete with every modern convenience.
An excellent table is provided.
Owing to the lack of hotel accommodation in Wuchow passengers taking the round trip will be allowed to remain on board the vessel without extra charge.
For freight and passage apply to
BANKER & CO.
1st Floor Hotel Mansions
or
Messrs. Thomas Cooks & Sons
Passenger Agents.

G. R.

NOTICE.

- On and after Monday 8th September 1919, the issue of permits to leave the colony will be discontinued.
- British subjects wishing to leave Hongkong must have in their possession a passport which has been issued within the last two years.
- Foreign subjects wishing to leave Hongkong must have in their possession a valid passport issued by their respective diplomatic or consular officers.
- Persons arriving in and leaving Hongkong by the same steamer will have their passports examined on board, both on arrival and departure.
- Persons embarking from Hongkong will have their passports examined on departure. To prevent delay in sailings shipping companies should satisfy themselves that intending passengers have the necessary passports in their possession.
- Members of ships crews are allowed to sign on without obtaining a permit from the Captain Superintendent of Police. All persons with certain exceptions who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particular required may be obtained at the G. P. O. and at all Police Stations.
The Penalty for non-compliance is a fine not exceeding \$50.

NOTICE.

The s.s. "CHANGSHA" sailed from Sydney on 16th August 1919 for Hongkong via ports, having grounded at Cairns, consignees of cargo by her are hereby notified that they will be required to sign an Average Bond and pay a deposit of 5% on c.i.f. and c. value, before delivery of their cargo can be granted.

BUTTERFIELD & SWIRE.
Agents, Australian Oriental Line.

NOTICE.

DIOCESAN GIRLS SCHOOL KOWLOON.
This school will re-open Tuesday September 16th. Boarders return Monday 15th September.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on
SATURDAY the 13th Sept. 1919
commencing at 11 a.m.
at No. 11 Godown of the Hongkong and Kowloon Wharf & Godown Co. Ltd. West Point (for account of the concerned)
3710 Bags Brown Sugar.
Terms: Cash on delivery.
Geo. P. LAMMERT.
Auctioneer.

WANTED.

WANTED—By a leading British Insurance Company a suite of offices on or before the 31st October next in the Central District of Hongkong. Reply Box 234 c/o "Hongkong Telegraph."

WANTED—Book-keeper for an Import & Export firm. Must be experienced. Apply stating qualifications and salary required. Apply Box 235 c/o "Hongkong Telegraph."

NOTICE.

Owing to the illness of Miss O. Sullivan, the Wedding which was advertised to take place yesterday 7, has been postponed until the following Sunday Sept. 14, at the same time and place.

H. POMROY.

NOTICE.

MUSIC LESSONS.

Professor Danenburg will resume his Piano lessons this month at No. 1, Albany Road. Hongkong, 6th September, 1919.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction on
WEDNESDAY, the 10th September 1919,
commencing at 2.30 p.m.
at his Sales Rooms, Duddell Street

A Quantity of Valuable Household Furniture

comprising—
Teak hatstand with with bevelled mirror. Drawing room suites. Leather covered couch, armchairs and chairs. Lady's desks. Bookcase. Electric ceiling fans and table lamps. Carpets. Pictures and Engravings. Brass and Bronze ornaments etc. etc.
Teak sideboard with bevelled mirror, teak dining tables and chairs. Dinner waggons. Glass cabinets, tea tables. Dinner and Dessert services. Glass and Cutlery ware etc. etc.
Double brass mounted iron bedsteads. Teak bedsteads. Teak wardrobes. Chests-of-drawers. Dressing table with bevelled mirror. Marble top washstands etc. etc.

Also
A few pieces of Blackwood-ware

And
1 Grand Piano by "John Broadwood & Son"
1 Cottage Piano by "W. Robinson & Co." (in fine condition)
1 Remington Typewriter No. 10
1 Oliver Typewriter No. 5
1 12-Bore Double barreled gun by Wilkinson, London, with Leather case.
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Auctioneer.

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Oranges and Grape Fruit

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Your own Account of Resources assures You
FREEDOM OF ACTION SELF-RESPECT
BAPTIST
Inquiry on our SPECIAL SERVICE will be Welcome.
J. USANG LY,
Manager
Hongkong, 7th July, 1919.

SMILLIE.

FANATIC OR PROPHET?

Alexander M. Thompson writes in the *Weekly Dispatch* as follows:—

"What kind of man is this Smillie? A physically and financially solid tradesman of Keswick to whom I had just been introduced. Does he speak the King's English?"

"As well as can be expected," I assured him, "of any poor creature who suffers the disadvantage of being Scottish."

"But you know what I mean," continued the questioner. "Has he any idea of grammar?"

"I doubt whether he ever learnt it," I answered, "but he speaks more correctly than some men who have been to college."

"The gentleman of Keswick snorted contemptuously and shifted his ground. 'Do you believe,' that the man can be honest?"

"To be honest as this world goes," I replied, quoting the late Prince of Denmark, "is to be one in ten thousand. If to be honest implies absolute innocence of guile, I should say that Mr. Smillie is about as innocent as well, Marechal Foch."

As my Keswick acquaintance looked puzzled, and as the reader of this transcript of our talk may share his bewilderment, it may be useful to expound. What I meant to suggest was that finesse and bluff are indispensable conditions of war or diplomacy.

As Touchstone said of poetry, strategy is feigning. No leader of men in a conflict of interests can afford in every case to tell exactly what he means or all that he means.

Besides, any enthusiast who is passionately pregnant of his cause is bound to exaggerate. He instinctively and perhaps unconsciously emphasises his side of the case and depreciates or ignores the other.

"A HERO TO HIS VALET."

Was Luther strictly fair, or Ignatius, or Cromwell, or Coriolanus, or Gladstone? I myself, in the advocacy of my views, have sometimes said more than I meant.

The very worst way to study any opinion which is violently opposed to our own is to begin by suspecting our opponent's good faith. It may be good tactics in law, when doubtful of your own case, to vilify the other secondhand. But in serious and sincere controversy that way merely darkens counsel and does not conduce to discovery of the truth. Besides, it is so cheap and easy, and so extremely ineffectual, to brush aside and awkward question by pretending to believe that the man who poses it is either a humbug or an ass.

Mr. Smillie, clearly, is neither. His achievement of the last few months proves him to be a forceful personality who, in the huge task of social reconstruction lying before us, must be recognised by intelligent observers as one of the factors that count. He is one of the men of the time. He is a evidently not a fool.

A man is not a hero, without cause, to his valet, nor to his secretary. Mr. Hodges, the able young man who acts in the latter capacity to Mr. Smillie, paid him a tribute of loving admiration at the Keswick Conference, which was too fervent to be untrue; and he incidentally asserted that all classes of workers look on Mr. Smillie as representing the spirit which inspires and animates them.

Another speaker, Mr. Harry Twist, of the Lancashire miners, who is certainly not one of the extremists in the trend of industrial evolution, invidiously described as "movement" went on to declare, with unquestionable reason, that no Labour leader in this or any other country has so endeared himself to the hearts of the working classes.

He added, what many readers may regard as amazingly absurd, that Mr. Smillie has not in his nature one spark of enmity against the classes he is fighting, but quite fervently believes that the co-operation of manual workers with the managerial captains of industry, which he proposes to substitute for the actual class division and strife, would conduce to the greater happiness and well-being of the entire nation.

THE WISTFUL NOTE.

The Duke of Northumberland very naturally finds this difficult to believe. But impartial spectators at the Coal Commission's examination of the coal-owning magnates, will agree that Mr. Smillie showed no trace of personal ill-feeling in his treatment of them. His tone and manner were dispassionately judicial.

The Duke of Northumberland certainly showed more petulance and truculence than he did.

Mr. Smillie talked to him like a father. "Some of your brothers," he seemed gently to suggest, "seem to be having a very hard time of it. They appear to think that you have secured a part of their birthright. Don't you think that we should be a happier family if we tried to pull together a bit more?"

The duke thinks the question was impertinent. I feel sure Mr. Smillie did not mean it so. There was no note of spite in his inquiry. It was a wistful, almost pathetic appeal, rather than a rebuke or insult. The man simply, passionately, fanatically meant just what he said. The rasping asperities of the ducal cross-examinations were monopolised by another member of the Commission.

Smillie is essentially big. I think he is a fanatic, obsessed by one idea, which burns in him like a smouldering fire and bursts occasionally into angry jets of flame, throwing all other considerations into lamp-black shadow.

He has known the grinding torment of poverty and endured the hardships of the underground worker's life in its more cruel days, and nothing will ever purge his soul of the bitterness of his memories.

His deep-sunk eyes look out from under his shaggy eyebrows with the intensity that one has seen in old pictures of Spanish monks. His gaze is restless. He has the visionary's air of searching for something far away. He has the hollow cheeks and furrowed brow of the earnest thinker; the lean and hungry look which under tyrannies marks the conspirator and in democratic States the agitator.

I understand that he is not always easy to work with. In one of his speeches at Keswick he was at some pains to emphasise the fact that the Miners' Federation is not a one-man show, and to represent himself as merely the humble instrument and servant of his masters—the miners. The delegates present were too loyal to the man who has done so much to advance their interest to smile audibly, but I imagine that there must have been a good deal of secret and spiritual chuckling.

A THORN IN THE SIDE.

One gathers from signs and tokens that the fond love expressed for Mr. Smillie in the speeches of Mr. Hodges and Mr. Twist does not invariably assume the form of a blind and mad infatuation on the part of the miners' members in Parliament. Their relationships do not always appear to be of the most cordial, and one surmises that the eternal conflict between the dreamer and the practical politician may occasionally assert itself even in the bosom of the Federation.

Mr. Smillie, one guesses, must be something of a thorn in the side of any authority. If ever the Labour Party come into power one of the most awkward critics they will have to face will probably be Mr. Smillie.

His deep-rooted sentimentalism is the secret of his amazing attitude during the war. He is very indignant that the Duke of Northumberland should accuse him of sedition, and I am quite sure that in intention he is utterly innocent of the charge. And if his speeches and acts have sometimes tended that way in effect, the reason is simply his constitutional inability to see more than one thing at a time, and to distinguish between ideals and facts.

Like most of us, like all the people I know, he intensely hates war; but he differs from the majority of us in acting as if the desirability of a wish and hope must necessarily bring it about.

Like many other democrats, he dislikes our intervention in Russia; but, unlike other democrats, he is prepared to use the most undemocratic means to compel the democracy to his policy.

Like many of us, he believes in the nationalisation of the mines; but, unlike those of us and of his own Federation who are desperately anxious about the country's industrial and financial situation, he is ready to take any risk for the achievement of his desire.

Men like Mr. Smillie are useful as prophets to point the way to distant and desirable ideals. But they are apt to prove dangerous guides through the bog of such a road as that by which we have to travel towards the nation's reconstruction.

It is a fine thing to hitch one's wagon to a star, but in some emergencies it is not useful.

NOTICE.

MERCURY GARAGE CO.

MOTOR CARS FOR HIRE.

TELEPHONE 977.

"ROAD-SENSE."

FAULTY MOTOR-DRIVING OF TO-DAY.

A motoring correspondent writes in the *Times*—That the standard of motor-car driving has sadly deteriorated during the last few years is a fact which cannot be denied. It is only necessary to drive or walk along one of our great motoring roads for a distance of a few miles in order to observe the danger that exists to all road users from the type of motor driving prevalent to-day.

The etiquette and courtesy of the road appear to be things of the past, and the days when motorists were one large clan—always willing and pleased to help each other when in need—and when they remembered that others shared equal rights with them on the broad highway, seem to be fading away, never to return.

From observation it would appear that many war-taught drivers are ignorant of the primary rules of the road, and have never learnt to use their imagination, or to acquire that "road sense" so essential to good and safe driving. One of the least observed rules, the disregard of which is without doubt the cause of the greatest number of bad accidents, is that whereby side roads are subservient to main roads. Here is a definite law—dependent in no way upon etiquette—yet it is neglected time after time by the new motorist, to the danger of himself and other wayfarers. The high road possesses the right of way in every case, and if a driver wishes to enter it from a by-road it is for him to ascertain whether his passage is free or not, since he has no right to check any vehicle proceeding along the correct side of the more important road.

A motorist travelling along the main road should of course give proper warning of his approach, and if he is a good driver his imagination will automatically keep him on the alert against anyone attempting to cross his path, although he is within his rights if, keeping to the left, he does not slacken speed.

This rule in regard to main and side roads is apparently not so widely known or realised as it should be, and since any accident from its non-observance generally means a right-angled collision, the results are correspondingly grave.

ELEMENTARY RULES.
It is impracticable for the motorist to reduce his speed to a crawl on a long run in order to avoid covering the passer-by with dust or mud, but greater politeness in this matter could be shown than is very often the case, by slowing down, and passing on the opposite side of the road whenever this is possible. A led horse should invariably be passed on the side on which it is being led, and due consideration should be paid to any horse driver who holds up his hand in caution. Many motorists are not aware that in the latter case, should the warning be disregarded and an accident occur, they are liable to be held responsible. This, as indeed other examples given by us, is a rule of the most elementary nature as regards motor-car driving, yet to-day on every side these precepts appear to be disregarded, if not unknown, and no apology is therefore needed for drawing attention to what should be as familiar to motorists as the ordinary manners and customs of every-day life.

Tramway-cars are always a source of danger, and the motorist will be wise to give plenty of warning of his coming, to govern his speed so that the car can be brought to a standstill if necessary at a moment's notice, and to use his powers of observation and imagination. The writer has seen on more than one occasion a nasty accident which

could quite easily have been avoided if the driver of the motor had merely glanced at the switch points, and thus noticed that the tramway-car was about to swing across the road. Costly mistakes, moreover, are frequently made through pulling out smartly from behind a tramway-car without knowing whether the road ahead is free or likely to be blocked with oncoming traffic. Indication of any change of direction of the motor-car should be given for the benefit of any vehicle which may be immediately behind.

CUTTING-IN.
Another rule which is not so well defined and which depends upon judgment of speed in relation to distance, and also upon etiquette, is that concerning cutting in. The motorist who deliberately takes another man's road is beyond any appeal to chivalrous feelings, and must be left to the police to deal with. There are, however, a number of drivers who err from sheer ignorance, and that this is a fact is but another example of the inadequacy of motor tuition as a whole in this country.

Every one is liable to make a faulty judgment or a mistake at one time or another, but if the golden rule of the road—"Drive as you would like other users of the highway to drive," a maxim which was seldom broken in the earlier days of motoring—were borne in mind, there would be far fewer accidents. There are few abuses on the road more irritating, ungentlemanly, and dangerous than the one of cutting-in at the expense of others, which is fast becoming a habit with the driver of to-day. Cutting-in—that is, overtaking a vehicle while another is approaching from the opposite direction—is permissible only when the car driver who wishes to take the other man's road temporarily is sure that fellow-travellers will not have to reduce their speed or be inconvenienced in any way in consequence.

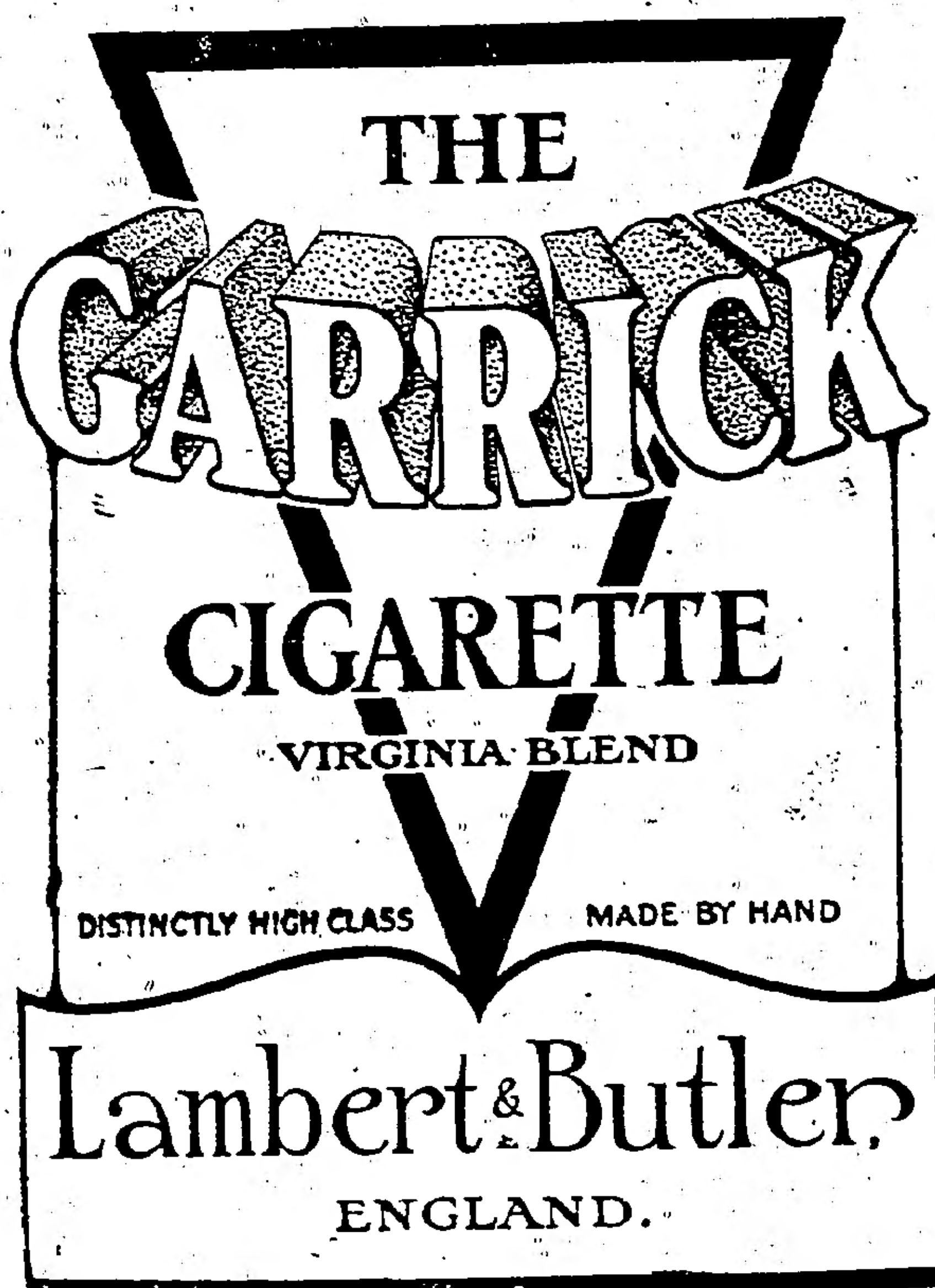
JUDGMENT IN EMERGENCIES.
Should the motorist not possess, or have neglected to develop that fine sense of judgment by which he knows in a flash what distance he can cover at any given moment in relation to the car speed at the time, and by which he can also assess the reserve power at his disposal he must realize that for the present he is one of the negative drivers—neither good nor necessarily bad—and must drive with the idea that assured safety is of primary importance. A vehicle should never be overtaken on a corner the far side of which cannot be seen, and although this seems to be very elementary advice, the rule is one which is often broken.

In every case of emergency it is essential that all the human energy should be concentrated for the moment on the problem to be solved, and it is the powers of realisation, decision, and resultant action that should be encouraged and developed in the novice. Many a life has been saved or lost according to whether the outcome of the thought has been effected a fraction of a second sooner or later. It is not enough to know what pedal to push or what lever to move in order to obtain an increase or decrease of speed, but the finer senses of imagination, observation, and consideration are required if the motorist wishes to be a good and safe driver. There is little doubt that the general system of teaching is at fault. Driving a motor-car happens to be one of those things which can be done badly and dangerously "by any fool," and which yet requires a great deal of art to do well, since the really good driver will not only be able to drive smoothly, fast, and with absolute safety to himself and others, but will study the important question of economy in driving.

Berlin, Sept.

The newspapers report that Belakun and his associates have fled across the Bavarian border.

NOTICES.

A HIGH GRADE
VIRGINIA:—

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Marine Insurances.	
Cantons b.	440
North China b.	\$200
Unions n.	212 1/2
Yangtzes n.	280
Far Easterns b.	23
Fire Insurances.	
China Fires n.	138
H. K. Fires b.	345
Shipping.	
Douglases n.	95
Steamboats b.	24 1/2
Indos (Pref.) n.	32
Indos (Def.) n.	193
Shells n.	175 1/2
Ferries n.	35 1/2
Refineries.	
Sugars n.	178
Malabons n.	46
Mining.	
Kailans b.	60 1/2
Langkats b.	19 1/2
Shanghai Loans b.	19 1/2
Shai Explorations b.	210
Raubs b.	44 1/2
Tronohs b.	47 1/2
Ural Caspians n.	178
Docks, Wharves, Godowns, &c.	
H.K. Wharves b. & sa.	107
K. Docks n.	178
Shai Docks b.	116
N. Engineerings b.	225
Lands, Hotels & Buildings.	
Centrals n.	109 1/2
H.K. Hotels n.	120
L. Invest. b.	131
H. Phreys Est. b.	9.20
K'loon Lands n.	46
L. Reclamations n.	175
West Points n.	94
Cotton Mills.	
Ewos n.	\$305
Kung Yiks n.	\$27 1/2
Lau Kung Mows n.	\$207 1/2
Oriental n.	\$112
Shai Cottons b.	\$198
Yangtzepeeps n.	\$15
Miscellaneous.	
Cements b.	8 1/2
China Borneos n.	12 1/2
Do. Light b. old 7 1/2 new 3 1/2	
China Providents s.	9
Dairy Farms s.	29 1/2
Electric H. K. n.	86 1/2
Electric Macao n.	34
Hongkong Ropes n.	31
Hk. Tramways n.	8.35 1/2
Peak Trams, old b.	7 1/2
Do. new b.	80 cts.
Steam Laundries s.	3 1/2
Steel Foundries n.	10
Water-boats s.	16
Watsons b.	5 1/2
Wm. Powells b.	12
Wisemans b.	29

Hongkong, Sept. 8, 1919.

WEATHER REPORT.

September 8, 11h. 45m.—No record from Vladivostok, Japan, Weihaiwei and Formosa.
Pressure has decreased slightly at Shanghai. It is nearly stationary at other reporting stations.
Depressions are shown to the south of Guam and over China.
Rainfall for the 24 hours ending at 10 a.m. to-day, 0.0 inch.
Total since January (i.e. 67.45 inches) against an average of 68.48 inches.
FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock, S.W. winds, moderate to fair.	
2 Formosa Channel. The same as No. 1.	
3 South coast of China between H.K. and Lamook. The same as No. 1.	
4 South coast of China between H.K. and Hainan. The same as No. 1.	
C. W. JEFFRIES, Chief Assistant, Hongkong Observatory, Sept. 8th, 1919.	

METEOROLOGICAL.

Barometer	Thermometer	Humidity	Wind	Direction	Force	Weather	Height open air	Temperature on the 7th	Lowest
29.70	29.73	29.73	88	81	86	85	89	88	81
29.70	29.73	29.73	88	81	86	85	89	88	81
29.70	29.73	29.73	88	81	86	85	89	88	81
29.70	29.73	29.73	88	81	86	85	89	88	81
29.70	29.73	29.73	88	81	86	85	89	88	81
29.70	29.73	29.73	88	81	86	85	89	88	81
29.70	29.73	29.73	88	81	86	85	89	88	81
29.70	29.73	29.73	88	81	86	85	89	88	81
29.70	29.73	29.73	88	81	86	85	89	88	81
29.70	29.73	29.73	88	81	86	85	89	88	81

T. F. CLAXTON, Director.

NOTICE.

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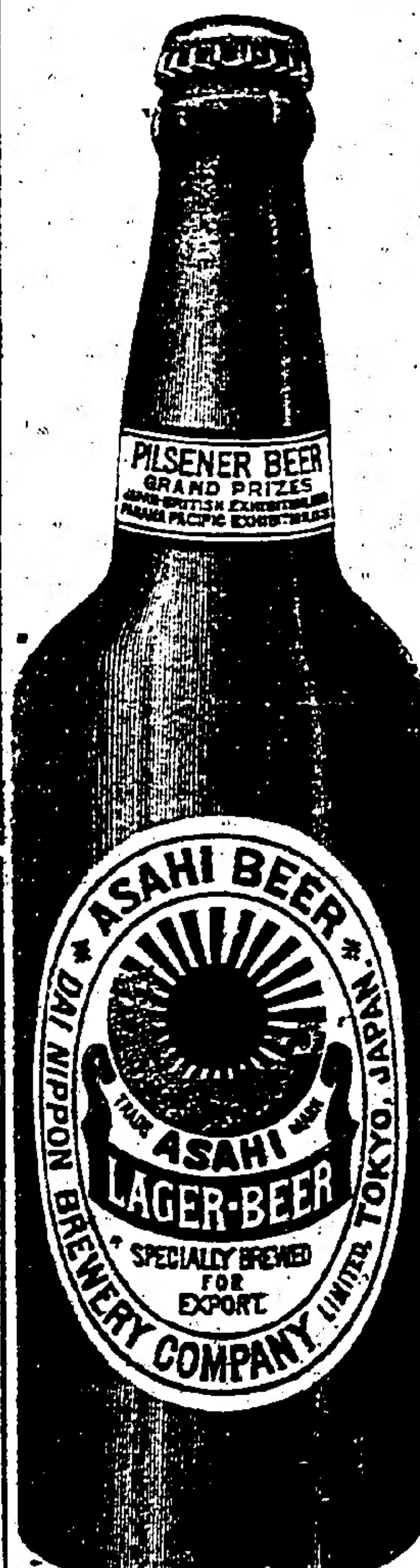
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Canton, Haiphong:—"IWASAKISAI."

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Episodes Three & Four
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Telephone No. 1673, Manager.
J. R. TAGGART, Manager.

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Printed and Published for the Proprietor by Chuan Chuan, at the "Ice House" Street in the City of Victoria.

SHIPPING.

VESSELS ARRIVED.

Dunera, 2429, Br. Capt. Fysh, Bombay, B. L.—Mooring.—A 23.
Sunning, 1570, Br. Capt. Benson, Shanghai, B. & S.—Mooring.—B 10.
Wosang, 1127, Br. Capt. James, Shanghai, J. M.—Mooring.—W. Point.
Tahchee, 4055, Br. Capt. McKenzie, San Pedro, St. Oil—Laichikok.
Fausang, 1410, Br. Capt. Skinner, Karatsu, J. M.—Mooring.—B 31.
Arratoon Apar, 2930, Br. Capt. Rowe, Kobe, P. & O.—Mooring.—A 3.
Yingchow, 1216, Br. Capt. Simons, Tsingtau, B. & S.—Mooring.—C 19.
Haitan, 1183, Br. Capt. Stewart, Foochow, D. L.—Mooring.—Wharf.
Chip Shing, 1199, Br. Capt. Matthews, Canton, J. M.—Mooring.—C 37.
Namsang, 2591, Br. Capt. Liddle, Kobe, J. M.—Mooring.—K. Wharf.
Tean, 1353, Br. Capt. Scott, Shanghai, B. & S.
Chinhua, 1353, Br. Capt. Speed, Bangkok, B. & S.—Mooring.—C 15.
West Kassan, 4674, Amer. Capt. Purdy, San Francisco, Pacific Mail.—Mooring.—K. Wharf.
Ajax, 261, Br. Amoy, A. P.—Mooring.—North Point.
Linburg, 1141, Br. Amoy, A. P.—Mooring.—North Point.
Kwong Tah, 1356, Ch. Capt. Stewart, Shanghai, China Merchants.—Mooring.—W. Wharf.
Unnan Maru, 1340, Jap. Capt. Nishita, Saigon, O. S. K.—Mooring.—B 9.
Cornelia, 215, Br. Capt. Nagur, Swatow, J. R. Brag.—Mooring.—Wharf.
Hanoi, 700, Br. Capt. Moran, Haiphong, Compagnie Mo.—Mooring.—Wharf.

VESSELS CLEARED.

Kairin Maru for Keelung Alicorne for Pakhoi Tean for Canton Kaifong for Haiphong Yingchow for Canton Sunning for Shanghai West Kassan for Manila Haimun for Haiphong Kwang Lee for Shanghai Fausang for Singapore Kwang Tah for Canton Wosang for Canton Chihli for Hongkong Providence for Foochow

POST OFFICE.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers etc. for their use handed in at the G. P. O. will be packed and forwarded to them free.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Japan—Per KOSOKU MARU, 9th Sept.
Straits—Per BENRINNES, 9th Sept.
Shanghai—Per NAGOYA, 10th Sept.
Shanghai—Per FOOCHOW, 10th Sept.

OUTWARD MAILS.

TO-MORROW.
Macao—Per SUI TAI, 9th Sept.
Swatow and Bangkok—Per KANCHOW, 9th Sept.
Saigon—Per TELEMACHUS, 10th Sept.
Swatow, Amoy and Foochow—Per SUI TAI, 11th Sept.

Philippine Is.—Per TAMING, 9th Sept., 2 p.m.
Shanghai and North China—Per TEAN, 9th Sept., 3 p.m.
Fremantle, Adelaide, Perth, Sydney, Melbourne and New Zealand—Per CHEFOO, 9th Sept., Reg. 2.15 p.m. Letters 3 p.m.

Macao—Per CHUNCHOW, 9th Sept., 4.30 p.m.
Straits, Bangkok and Calcutta—Per ARRATOON APCAR, 9th Sept., 5 p.m.

Hoihow and Haiphong—Per MO HON, 9th Sept., 5 p.m.
Formosa via Keelung—Per KAIRIN M., 9th Sept., 5 p.m.

WEDNESDAY, 10TH SEPTEMBER.

Macao—Per SUI AN, 10th Sept., 7.30 a.m.
Shanghai, North China & Japan via Yokohama, Honolulu, Canada, United States, Central & South America and EUROPE VIA SAN FRANCISCO—Per VENEZUELA, 10th Sept., Reg. 9.45 a.m. Letters 10.30 a.m.

Japan via Nagasaki, Honolulu, Canada, United States, Central & South America and EUROPE VIA SAN FRANCISCO—Per KOREA MARU, 10th Sept., Reg. 10.15 a.m. Letters 11 a.m.

Japan via Moji, Honolulu, San Francisco & South America—Per ANYO MARU, 10th Sept., noon.

Shanghai and North China—Per YINGCHOW, 10th Sept., 3 p.m.

Macao—Per CHUNCHOW, 10th Sept., 4.30 p.m.

Amoy—Per TAI SANG, 10th Sept., 5 p.m.

THURSDAY, 11TH SEPTEMBER.

Macao—Per SUI TAI, 11th Sept., 7.30 a.m.

Swatow, Amoy and Formosa via Takao—Per BOSU MARU, 11th Sept., 9 a.m.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dharmashakti, Egypt and EUROPE VIA MARSILLAS—Per NAGOYA, 11th Sept., 3 p.m.